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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 3 FEBRUARY, 1928 No. 4

New South Bend Station Opened

ht of the formal opening of the South Shore Line's new South
on Saturday night, January 28. A steady stream of visitors,
s of both the city of South Bend and the surrounding country,
e two doors during the period from 7 to 11 P. M., seeing the
ete new facilities for accommodating passengers.

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Crowds Attend Opening of New Station

MANY interested citizens of South Bend and vicinity inspected the new station at Michigan St. and LaSalle Ave., at the formal opening Saturday, January 28.

Music, decorations, flowers and the crowds gave unusual color to the scene and a large number of South Shore Line officials and employes on hand to welcome the visitors.

The reception began at 7 P. M. and ended at 11. Continuous music was provided by the Crandall Orchestra of South Bend, playing waltzes and familiar airs of the conventional order. Carnation bouquets, ferneries and other decorations added to the receptiveness of the main room, and South Shore Line women employes presented each woman guest with a gift carnation.

Program of Progress

"The new South Bend station improvement is only a step in the program of progress undertaken by the South Shore Line's present management", Charles H. Jones, general manager of the road, said in connection with the opening.

Is Second Enlargement

"At the time of building the Michigan City terminal, it was planned that something of the sort should be done at South Bend as soon as the business here justified the expenditure. Since then, our South Bend patronage has grown so fast that we have found it necessary to enlarge our station facilities twice. This new station is the second enlargement."

The station is now in operation. With its spacious seating capacity, new type of forced air unit heating, its new and competently managed fountain concession and the courtesy for which its personnel is recognized, it will provide South Bend with a travel convenience that is a fitting companion to the fast hourly train service direct to downtown Chicago, the modern steel passenger cars, the overnight freight service and other outstanding features so lately instituted on the South Shore Line.

The Station During Business Hours

CHICAGO REVELS IN SPORT THIS MONTH

Chicago's February program of sport events bristles with interesting dates.

Big Ten track meets, as the indoor track season gets under way, promise many thrills for fans of South Shore Line territory. Runners, jumpers and weight men from Minnesota, Purdue, Ohio State, Wisconsin, Northwestern and Chicago will appear in the Northwestern and Chicago gymnasiums during the month. Big Ten wrestlers also will stage three meets in Chicago.

The month's sports program follows:

Track Meets—Big Ten

Feb. 11th—Purdue at Chicago, Bartlett Gymnasium. (Rapid Transit at 63rd St., to University Station.)

Feb. 18th—Quadrangular meet, Chicago, Ohio State, Wisconsin and Northwestern at Patten Gymnasium, Evanston. (Rapid Transit to Davis St.)

Feb. 25th—Purdue at Northwestern, Patten Gym, Evanston.

Feb. 25th—Minnesota at Chicago, Bartlett Gym, Chicago.

Wrestling Meets—Big Ten

Feb. 10th—Indiana at Northwestern, Patten Gym, Evanston.

Feb. 24th—Ohio State at Northwestern, Patten Gym, Evanston.

Black Hawks—Hockey

Wednesday, Feb. 8—Pittsburg (Pirates)
Friday, Feb. 10—Montreal (Maroons)
Wednesday, Feb. 22—Ottawa (Senators)
Saturday, Feb. 25—New York (Rangers)
Tues., Feb. 28—New York (Americans)
—vs. Chicago Black Hawks at Coliseum, 1513 S. Wabash Ave., Chicago. Leave incoming South Shore Line train at Roosevelt Road, walk one block west of Michigan Ave., and three south.

Chicago Bruins—Basketball

Feb. 8, 9—Rochester.
Feb. 14, 15—N. Y. Celtics.
Feb. 29—Fort Wayne.
—vs. Chicago Bruins at Broadway Armory, Chicago. Take Rapid Transit Evanston trains to Thorndale Avenue Station, walk one-half block west.

Feb. 5th—Tri-State Skating Championships —Hyde Park Post, American Legion, Jackson Park, Chicago.

Feb. 13th—Swimming meet between the I. W. A. C. team and the Toronto Dolphinets at the I. W. A. C. pool, 820 Tower Court, Chicago. This address is just north of Chicago Avenue, and Tower Court is ½ block west of Michigan Blvd.

Feb. 10th—I. A. C. Indoor Games, to be held at the Chicago Riding Club, E. Ontario St. and McClurg Court. Leave train at Randolph St., take bus or walk north on Michigan Ave. to Ontario, and east to Riding Academy.

Haugen Jumps

Anders Haugen, winner of the Ogden Dunes meet, Jan. 22. For several years the world's amateur champion, Mr. Haugen has taken the colors of the Ogden Dunes Club as his own.

MAY HOLD SECOND SKI TOURNEY SOON

With its first big meet over, the Ogden Dunes Ski Club, builder of what will be the biggest slide in the United States when it is finished, has turned its attention to plans for another meet to be held the latter part of February.

Tentative aims are to make the second meet an exhibition affair, entering if possible such famous jumpers as the Haugen brothers, both of championship calibre, with the hope of establishing long distance marks. Estimates of riders who participated in the January 22 meet, when the jumping was limited because the structure was incomplete due to adverse weather conditions, have led club members to believe that under good conditions the finished slide will permit of championship marks.

Hubbard Helps Make Calumet Great

PART of the program of the great Calumet Industrial District along the South Shore Line has been devoted, unwittingly perhaps, to stealing the thunder of some of the other industrial regions of the world. Take iron and steel rolls, for example.

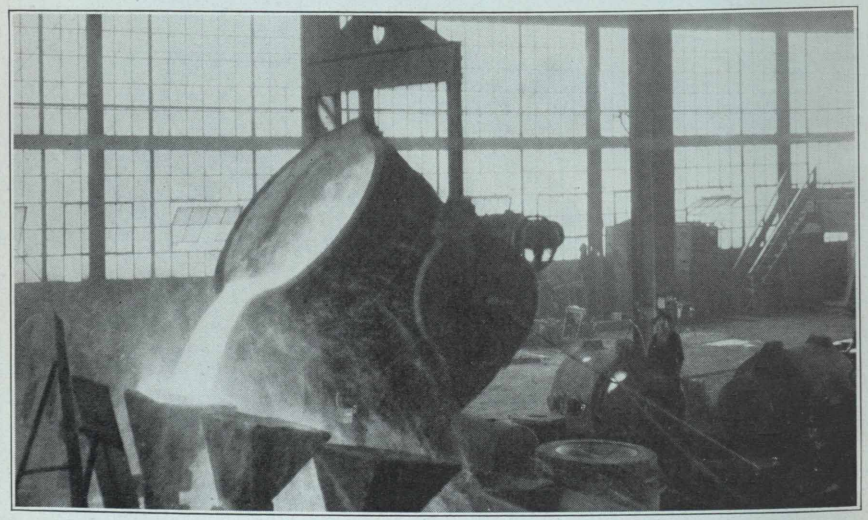
When in 1912 it was decided by executive heads of the Hubbard Steel Foundry Company that East Chicago was a good place to start making rolls to form steel in the mills, not everybody thought it wise. The Pittsburgh district, they said, was the unchallenged center of the steel industry and the natural home of the manufacturers of such products.

But Hubbard went into it, and today this company can produce a larger tonnage of rolls than can be made in any single plant in the country.

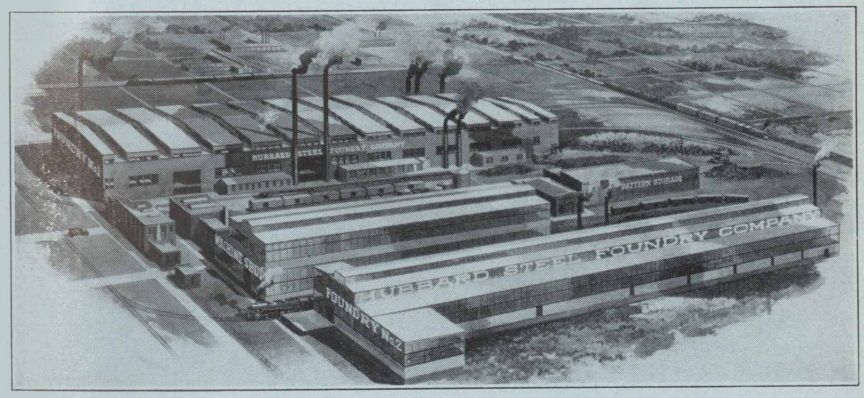
This is merely one sidelight on the romantic story of the rise of the Hubbard Steel Foundry Company, which began its career under the present management in 1909, when Messrs. J. W. Hubbard and Albert Pack of Pittsburgh came to East Chicago. These men foresaw that the Calumet District would some day be the steel center of the world. They bought the old Davidson Iron Foundry and re-organized it. They built new buildings and installed an open hearth steel furnace. When work began, the foundry had one department, with an annual capacity of 3,600 tons of rough steel castings. Now it is the largest in the district. operating four departments and having an annual capacity of nearly 50,000 tons of steel castings, steel alloy and iron rolls which are shipped either rough or machined.

In 1915 the demand for steel castings and steel rolls became so great as to necessitate the installation of an additional open hearth furnace, extension of buildings and other necessary equipment. In 1918 a second steel foundry went up, built to produce tractor and general armament castings needed to carry on the Great War. Nowadays this part of the plant does freight car and small casting work.

For several years the Hubbard people thought about having a large and completely equipped machine shop. Then, with characteristic decision, they built it. Since its completion, it has come into major prominence, not only in the Hubbard plant but in the entire district, for its splendid equipment and standard of work. Mill tables, billet pushers, pinch rollers, furnace equipment, and other mill machinery are on its product list. To produce these machines the Hubbard Company has had to install some of the latest and largest types of machine tools, some of the largest in the Calumet District, in fact. It has performed important equipment work for installations in the Cleveland, St. Louis, Kansas City and Pittsburgh districts.

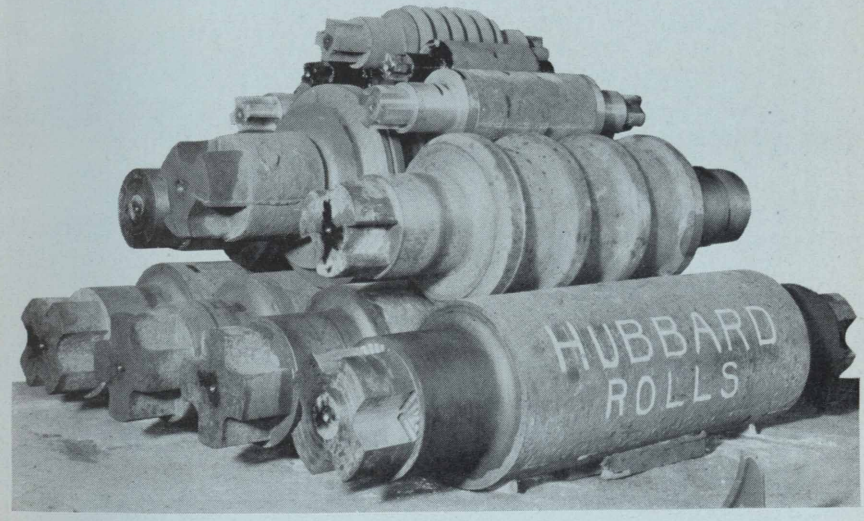


Liquid Steel



The Hubbard Plant

A trip through the 24-acre Hubbard plant, with its 600 workers, is an education. There is power and beauty and not a little of the sinister in it. Mighty steel cranes with clanging gongs pass overhead carrying castings of 30,000 pounds lightly along with them, suspended in midair. Great ladles brimming with glowing molten metal splash their deadly load into the waiting molds, sending showers of sparks thirty feet on all sides. One of these ladles is electrically operated, the first of its kind in the United States, designed by Hubbard's own engineers. Annealing equipment for sheet mills, some pieces as heavy as 20,000 pounds; crusher jaws and riding rings for mining and cement industries, up to 30,000 pounds; housings, gears and pinions for sugar mill machinery, bound for Cuba when it is finished; great batches of rolls that come from a heat of 80,000 pounds in the furnaces,—these are what you see on a trip through Plant No. 1. In Plant No. 2, the activities are much the same, but on a smaller scale. And last, but far from least, comes the machine shop, which might justifiably be called, "The Pride of Hubbard Steel."

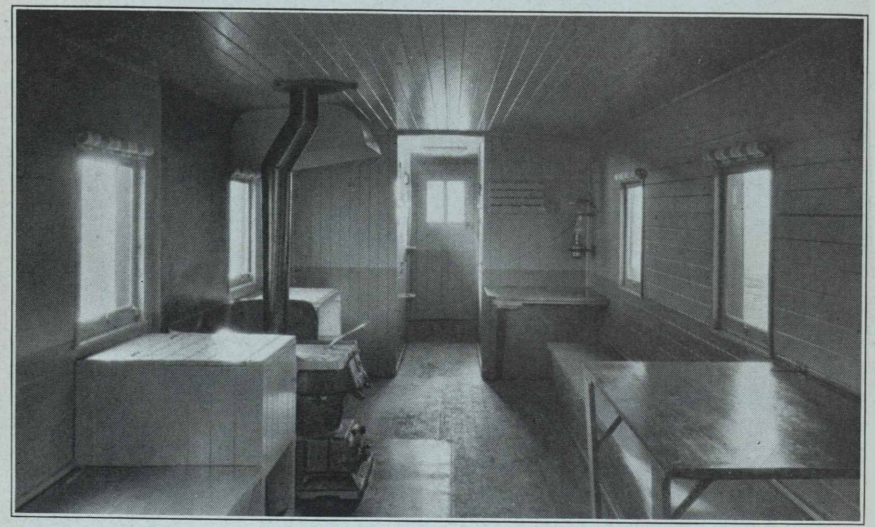


Hubbard-Made Rolls

Miniature Ski Slide Interests Hundreds

Here is the miniature replica of the Ogden Dunes ski slide that was exhibited in the Outing and Recreation Bureau window at 72 West Adams St., Chicago, the week before the big meet at Ogden Dunes, January 22.

Inside the New Cabooses



This is an interior view of one of the four new cabooses recently put into service by the South Shore Line to help handle its rapidly growing freight business.

APPRECIATIONS

An appreciation of South Shore Line service that came all the way from Poland is printed at the right.

The statements shown are excerpts from a letter written by Mrs. G. S. Brooks, formerly of Gary, Ind., to Van Liew and Funkey, Realtors, at Gary, and are a kindly reflection of the attitude adopted generally along the line since the institution of hourly and half-hourly service.

Gary is now only an hour from Randolph St., with trains leaving every half hour on the hour and half hour, both going and returning.

GIESCHE SPOLKA AKCYJNA
Katowice, Poland

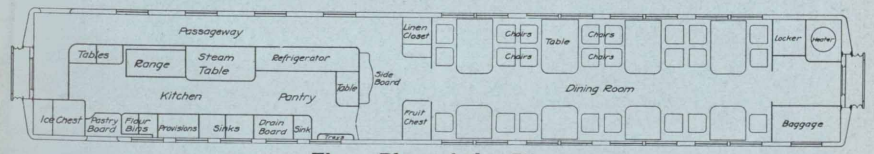
Cable Address, Sagebrooks, Katowice.
G. S. Brooks, Pres. Ex. Com.

We are hoping to be in America in February or March, and I will run in to see you, as I couldn't come back without checking up on Gary's progress.

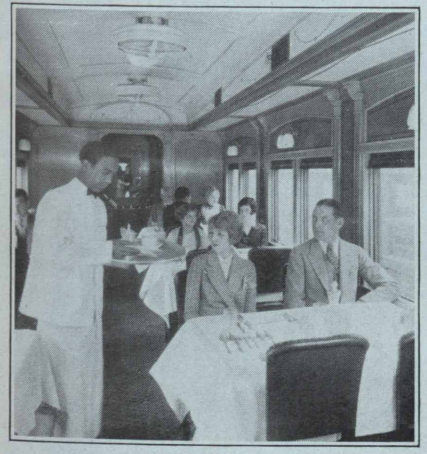
My time will be limited, **but with the good South Shore service you must be pretty near Chicago now.**

With kindest regards and best wishes for the New Year, Sincerely, Mrs. Brooks.

Save Time—Dine as You Ride



Floor Plan of the Diner



Dinner Hour

The appetizing meals and courteous, prompt service on South Shore Line dining cars have become a byword among patrons who have learned to "save time—dine as you ride."

Daily menus, inexpensively priced to provide satisfying, balanced meals, and a cuisine distinguished by such dishes as the "Special South Shore Steak", and "South Shore Omelette", make choice of foods easy and pleasant. Food materials are always of the freshest, owing partly to the length of the diner trips; meats are seasoned and done to precisely the right turn, salads are crisp and sparkling, desserts known for their tastiness. Stewards, waiters and chefs serve the tables with a universal aim of first pleasing the patron, however fastidious.

Built by special design for the South Shore Line the past year at a cost of approximately $50,000 each, these diners exhibit all that is new and pleasing in interior work and efficiency. The pleasant light green of the woodwork, the wide windows, soft carpets and comfortable leather chairs contribute toward the atmosphere of warmth and cleanliness for which they are already famous. They are specially equipped with oversize kitchens and trained help to give quick service to patrons makng short trips on the line.

Dining car trains leave Chicago (Randolph St.) and South Bend at 7 A. M., Noon, and 5 P. M. daily.

The Current Poster

WINTER
IN
The DUNES
by SOUTH SHORE LINE
First limited trains operated electrically from Chicago to South Bend, Ind. leaving Illinois Central Randolph St. Station and stopping at Van Buren, Roosevelt Road, 53rd St., 63rd St. and Kensington

February's poster, painted by Raymond Huelster of Chicago, catches the clean sweep of the Dunes winter landscape as it appears to hikers and campers abroad in the snow.

South Shore Line train service, every hour on the hour out of Randolph St. (I. C.) direct to Tremont, the heart of the Dunes, offers the convenient way to this strange winterland.

The wind sings
Through the poplars
Such haunting
Little tunes,
While eery shadows
Dance upon
The gleaming
Moon-white dunes.
Across the stretch
Of silver sands
More magic
Music ringing—
The splash of spray
Against the shore
Tells what the
Waves are singing.

—From "Dune Songs" by Jean, in Gary Post-Tribune "Flue Dust."

STORY OF GARY IS AN EPIC OF STEEL

Gary, Indiana, one of the principal cities on the South Shore Line and the eastern terminal of this railroad's half hourly train service to Chicago, has an amazing story of growth to tell, as related by Tom Cannon in a recent issue of the *Gary Post-Tribune.*

Only 21 years old in 1927, Gary's record of achievements the past year reads like that of a metropolis. Occasional visitors to the Steel City are astounded each time they return. Now and then there comes to Gary some former Chicagoan who has not been down the south shore since 1906, the year ground was broken for this magic industrial center, who remembers this part of the Calument District as a stretch of swale and plain. He sees skyscrapers vying with mighty furnaces to dominate the skyline of a big city; splendid new hotels, a beautiful lake front park, a municipal gateway now under construction that will be the pride of the region when it is completed.

Here are the figures which Mr. Cannon sets forth to show what Gary had and did in 1927:

Value of steel plants $160,000,000; normal employment 28,000; annual industrial payroll $60,000,000; Steel Corporation payroll $50,000,000; plant construction completed in 1927, approximately $13,000,000; construction planned for 1928 $10,000,000; independent industries employ 2,500 persons; independent annual payroll $5,000,000.

Gary has the largest steel mills and cement industries in the world.

It is the only city on the Great Lakes having two industrial harbors.

It is the only city in the world having two harbors and 48 lines of railroad distribution.

Notre Dame

February, 1928

Basketball

Sat. Feb. 11 Butler College
Sat. Feb. 25 Drake University

Track

Sat. Feb. 11 Marquette University
Sat. Feb. 25 Wisconsin University

The Notre Dame gymnasium may be reached by street cars which stop across the street from the South Shore Line station at South Bend.

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...th Shore Lines

...ly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 3 MARCH, 1928 No. 5

Homesites Abound Along South Shore

SPRINGTIME is homeseekers' time. All the dream houses, so carefully built up during the long winter months, must have a place for building when the weather begins to warm and the buds come out. Then it is that South Shore Line territory comes to the fore, for around the southern edge of Lake Michigan are fast developing the home-building centers of the Greater Chicago area.

The lie of the land in this great homing territory is a mighty factor in making it ideal for the site of the new house. The famous Dunes country of Northern Indiana, rugged, beautiful, covered with woods and fronting on the great lake, offers a setting for homes probably unsurpassed by any scenic layout in the Middle West. Coupled with this, the fact that virtually all the subdivisions along the South Shore Line are completely modernized, with electricity, gas, water and sewer largely available, and that all are served by the fast hourly and half-hourly trains of the South Shore Line, direct to downtown Chicago and South Bend, leaves the homeseeker nothing more to wish for in location.

This article takes up, alphabetically, the subdivisions immediately accessible by South Shore Line. In almost every case you can board your train at Randolph St. (I. C. Suburban), or Van Buren, Roosevelt Road, 53rd, 63rd, or Kensington, and leave it at the gateway to the region you want to see.

Aetna

Just east of Gary, facing the South Shore Line, is Aetna, only a few minutes from the great million dollar Lake Front Park on Lake Michigan. It is away from the smoke of the city and the industries, yet convenient to them. It is out of the bustling commercial life of Chicago, yet served by high-speed trains over the South Shore Line taking you to the loop in an hour. The unusual plat of this subdivision has intrigued the

(Continued on Page 2)

NEW INDUSTRIAL TOURS TO OPEN STUDY FIELDS

A new idea in educational sightseeing is presented by the South Shore Line with the institution of its Industrial Tours division, opening up to the interested public the world of industry and finance throughout its territory.

Seventy-six plants and enterprises, ranging all the way from the making of ice cream to the manufacture of car wheels, have given the South Shore Line carte blanche to conduct party tours through their grounds. Chicago, South Bend, and all the interlying territory are virtually throwing open their doors to this new division's program for the increased benefit of school children, educational groups and study clubs.

"Workshop of America"

The South Shore Line operates directly through the heart of "The Workshop of America." Chicago, the western terminal, contains some form of every enterprise known to this climate. Hammond and East Chicago, the world-famous Calumet District, Gary and the steel mills, Michigan City and South Bend, are all linked together in what is conceded to be the second largest industrial district in the world. Statesmen, engineers, financiers from all parts of the globe come here to learn, to see how things

(Continued on Page 7)

Hillcrest Road, Ogden Dunes

HOMESEEKERS HAVE OPPORTUNITIES HERE

(Continued from Page 1)

interest of many high-grade investors because the property is laid out in a beautiful design giving relief from the usual straight streets and "square blocks." There are lots of every size and shape permitting selection of just the type of site your individual taste demands.

Beech Villa

Sagunay Lake is a beautiful spring fed lake, located on the South Shore Line seventeen miles east of Michigan City, Indiana, surrounded by charming natural scenery, a most convenient and accessible place for your summer home.

Beech Villa on the shore of Sagunay is not a resort, but rather a quiet, restricted summer homesite where the family may stay for the summer amid wholesome surroundings.

Duneland Beach

Just east of Long Beach, Michigan City, and served by Shore Line Motor Coaches connecting with South Shore Line trains at Michigan City station, is Duneland Beach, a beautiful, exclusive residential development fronting on Lake Michigan.

Dunesparkview

Dunesparkview at Tremont, Ind., is within one minute of the Chicago service on the South Shore Line.

It is partially bounded by the Indiana State Park, the entrance key to the popular trails and healthful, fascinating beach of the Park. It has a front yard of 2,000 acres, with its beauty maintained and preserved, and its future guaranteed, by the State of Indiana. Dunesparkview consists of prairie and wooded lands. Its closeness to the excellent service furnished by the South Shore to South Bend and Chicago and intermediate points makes it a desirable place for a permanent or summer home site. The prices are reasonable.

Grand Boulevard

Grand Boulevard, a Gary subdivision, is located east of the now famous Gary Lake Front Park, adjoining the bathing beach and pavilion. Improved winding roads through the Park lead to it from Miller station on the South Shore Line.

Such improvements as low-rate electric service, pure water, and the splendid roads of the region make this development one to be considered before making a decision. Bathing, boating, fishing are available, and in winter, the Lake Front Park is a mecca for winter sports enthusiasts.

Hudson Lake Beach

Hudson Lake Beach is considered by real estate experts to be one of the desirable lake resort properties within easy accessibility of Chicago. The South Shore Line makes Hudson Lake practically ideal as a summer resort by enabling family heads to spend week-ends with their families summering at the lake or even to commute back and forth daily.

Golf at Long Beach

You may send your family to Hudson Lake Beach for the summer where they can live more economically than in Chicago or suburbs.

Hyde Park—Gary

A part of Gary on the beautiful high land at the southern end of the city, near Ridge Road is now subdivided as Hyde Park. This district is from 70 to 100 feet above the level of Lake Michigan, heavily wooded with large oak and other trees, and some of Gary's finest homes are located there. It is bounded on the north by 47th Avenue, a paved street, on the east by Harrison Street, a half section line paved street, and on the west by Grant Street, a 108 foot wide full section line.

South Shore Line service, every half-hour between Gary and Chicago, brings this new district within easy reach of the Loop.

Inland Manor

One of the newer developments along the South Shore Line is Inland Manor, a subdivision comprising ninety-three acres. Inland Manor is at the extreme eastern limits of Gary, and fronts three-quarters of a mile on the South Shore Line.

Although the owners have not pushed the sale of their property, over two hundred lots have been sold. The frontage is zoned for business, and the balance of the subdivision for residences and apartments.

Several attractive homes of Spanish and English design have been erected and proper building restrictions govern the improvements made in Inland Manor. With the completion of the new million dollar sewer system under construction in this section of Gary it is expected that Inland Manor will rapidly develop into a modern residence and business section.

Lake Shore

The Fred'k H. Bartlett Realty Co. purchased a 3,000 acre tract of duneland having five miles of lake frontage and have named it Lake Shore.

In Lake Shore, woodland trails became winding avenues to accommodate a flood of motor traffic. Miles of concrete-paved streets were put in. A new station was built on the South Shore Line near the center of the property. It is now in service and bears the name of the development. More than a half mile of clean sandy shore was dedicated as a public beach. This donation is said to represent a property value of $350,000. Two smaller beaches were also dedicated.

Long Beach

Long Beach is situated on the northern edge of Michigan City, only an hour and 35 minutes from downtown Chicago, by South Shore Line.

At Long Beach there is everything to which the home owner could aspire. Water, gas, and electricity furnish every convenience the modern home affords, while efficient telephone service keeps you in close touch with your affairs.

A beach of soft, silvery sand affords enjoyable bathing at Long Beach, with gentle slopes where you can wade hundreds of feet

(Continued on Page 7)

Royal Products "Michigan City-Made"

THE vernacular phrase "sitting pretty" has, after all, a scientific and economical foundation. The Royal Metal Manufacturing Company, which a year ago moved its factories from Chicago to within a stone's throw of the South Shore Line general office at Michigan City, Indiana, has applied science to the business of sitting, and presents convincing evidence in the form of its principal line, metal chairs, stools and other furniture.

"A tired worker costs more than a good chair," runs the slogan of Royal. Whether that worker is in a factory or school or office, the fact applies. And aside from the industrial feature, one might paraphrase to say that a tired customer (in the barber shop or beauty parlor, let us say), or a tired guest (at a bridge party) is likewise bad business.

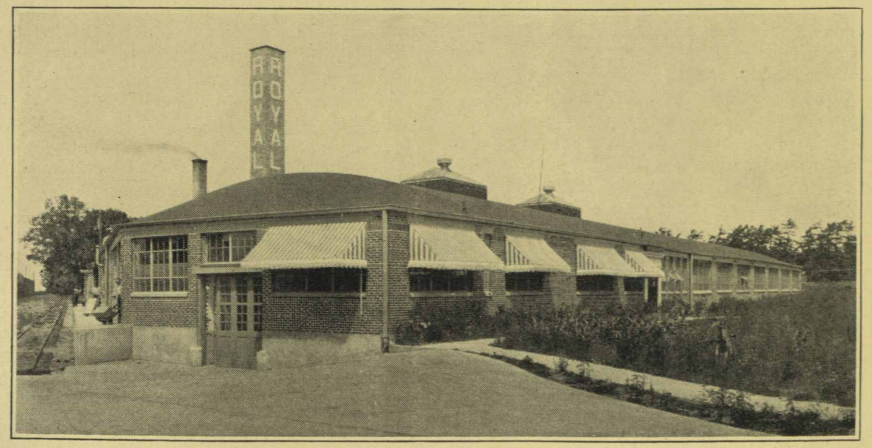
"Sitting-Standing"

The "sitting-standing" principle, highly recommended by physicians and efficiency men, also has been carefully developed in Royal factory chairs and stools. The basic idea of it is that no matter how comfortable or correct the working position may be, it becomes irksome and eventually impossible after a protracted period. Varying, then, from one position to the other, the worker cuts down materially on the fatigue average, that bugabco of all production managers. The Royal method of accomplishing this end is to build a metal chair adjustable as to height on any of its four legs. No matter how tall or short the worker, the chair adjustment can be made to keep him at exactly the same height with relation to his bench or desk whether he sits or stands. This is an achievement in efficiency engineering.

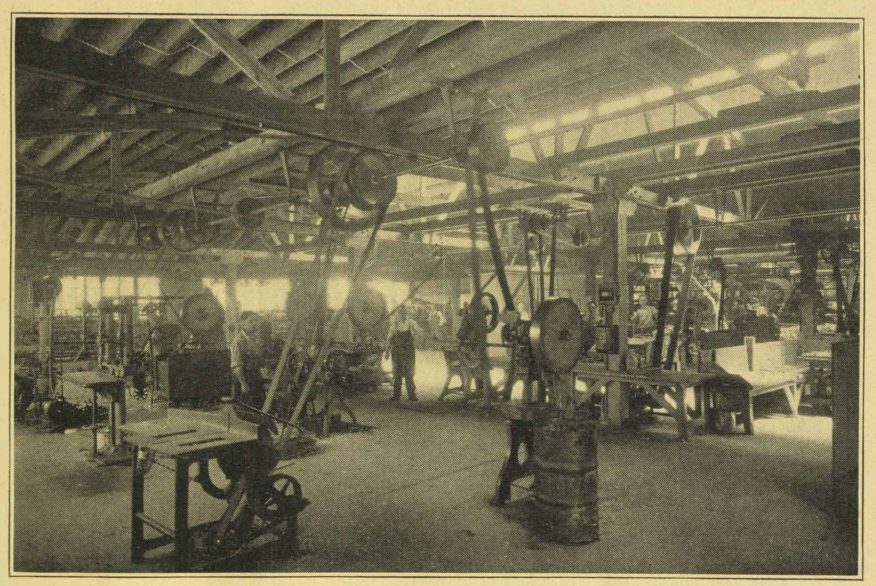
The Royal plant itself is a model of common-sense efficiency in layout. Raw materials enter from the receiving platform at one end of the quadrangular building. They are marshaled around the building in a semi-circular progression, through various of the 12 separate departments, and leave the shipping room on the same side of the plant as they entered. The building, with an area of 49,000 square feet, is strictly fireproof, electric-powered, and equipped with complete tool and die shops, safety devices, Weil-McLain oil-burning heating plant, and forced draft unit heating. Gracefully designed, with attractive face brick on all sides, it enhances the appearance of the 15-acre park-like grounds, inset with trees and shrubbery, that lie between Carroll, Springland, and Rose streets in Michigan City's Eastport.

How a Chair is Made

To follow the construction of a wire ice cream parlor or restaurant chair, for example, as it moves through the Royal plant: The rolls of steel wire, taken in on the receiving side, are put through an automatic cutter for



The Royal Plant at Michigan City



Where Royal Chairs Take Form

length, then into a press for straightening and smoothening. All this is preparatory to their delivery to "Joe," the bender. Joe is an institution at the Royal plant. He has been bending the heavy wire used for Royal chairs for a matter of 27 years, until his hands and arms and shoulders are as tough as hickory, and his motions as deft as a magician's. Joe has four operations to make. First he puts the loop in the chairback, then twists in the eyes, then adds a couple of curves to complete the form. He can turn out 450 backs a day, day in and out, where an ordinary man would practically collapse after a few hours of this back-breaking effort.

After Joe's part is done, the wire forms are taken to the plating room and given an oxidized copper plate. This turns the metal black. Then the buffer polishes off the black in places, bringing up the bright copper hue, and giving the metal a pleasing variegated color effect. This effect is made permanent in the lacquer room, where the forms are dipped in clear lacquer, insuring the surface against discoloration for all time. Then the parts are ready for assembly, crating, shipping.

Twelve Lines

The wire chairs are only an incident in the Royal story, however, the output of the factory includes 12 lines: wire, angle-iron and tube furniture; kitchen and bath stools. Their metal folding chairs are standard equipment in churches, hospitals and schools as well as baseball parks and outside uses. Chairs for schools, barber shops, beauty parlors, billiard rooms; as well as wash stands, hat racks and their most attractive product, upholstered and decorated folding bridge chairs. Finishes are in lacquer, either colored or clear, enamel, stain or varnish. There are specialty lines also, leaders among which are casserole and pie dishes. A large part of this output goes to foreign countries, particularly South America.

The main advantage offered users of the Royal Products in furniture, is, of course, durability. Being made of high-grade steel, double-riveted throughout, Royal chairs are practically indestructible, and for this reason they are guaranteed by the company for ten years. In addition to this, they are easy to keep clean, easy to pack or move around, and attractive to look at, and, considering these factors, inexpensive.

Founded in 1897 in Chicago, The Royal Metal Manufacturing Company did business there for thirty years, moving to Michigan City a year ago because of the obvious advantages offered in the new location. Irving Salomon, president, is in charge of both the factory and the sales office in Chicago, which is conveniently located opposite the South Shore Station at Park Row. In addition to the warehouse and showroom in Chicago, the company maintains warehouses in New York City, Philadelphia, Boston and Baltimore, also offices in several other cities.

APPRECIATIONS

PRATT INSTITUTE
Brooklyn, New York.

E. Frank Gardiner, Esq.,

Dear Sir:

We are just in receipt of the group of posters of the South Shore Line for which we made recent request. We immediately put up "Winter in the Dunes" in place of "Venice and the Lido" in the large frame in our Main Hall, and have planned a succession to bring to the notice of our public our native attractions which have been somewhat overborne by the appeal of European railways.

It will, of course, give us satisfaction to receive new posters from you as they appear. They are so attractive that we are considering backing some of them with linen for permanent preservation and repeated showings.

With many thanks, believe me,

Very truly yours,
(Signed) Edward F. Stevens.
Librarian.

5034 W. 21st St.,
Cicero, Illinois,
January 24, 1928.

Mr. J. G. Miller,
General Auditor,
Michigan City, Ind.

Dear Sir:

Received your check (No. 2904) for refund on my unused ticket No. 1175. I wish to thank you for such prompt action.

I am amazed at the wonderful service you are giving on your railroad. Quick and courteous service, very speedy and comfortable cars, and surprizingly low rates.

I really doubt if there is another railroad in this country that offers that rare combination.

I am an ardent booster for the good "old South Shore" in fact, always was and always will be.

Yours truly,
(Signed) N. J. Potritz.

Notre Dame Basketeers Go South Shore Line

The Notre Dame University basketball team, which maintains during the winter season the high standard of athletics set by its famous "Fighting Irish" on the football field, is one of the steadiest group patrons the South Shore Line has. In addition to football and basketball parties, the track, boxing, and baseball athletes of the Rockne school ride the South Shore Line whenever the occasion affords.

Frequent service, with trains leaving South Bend station every hour on the hour, and the ever-present availability of special cars for parties sufficiently large, are bringing South Shore Line into increasing favor in the field of group travel to and from Chicago and other on-line points. Establishment of an Industrial Tours division, as explained on page one of this issue, provides a further incentive of this sort.

NEW INDUSTRIAL TOURS TO OPEN STUDY FIELD

(Continued from Page 1)

are made. In organizing its Industrial Tours division, the South Shore Line has followed the tendency in education nowadays to bring the student in actual contact with the object of study, rather than merely to present the facts on paper.

Guides Will Lead

Trained guides will be in charge of the tours. Private cars for the exclusive use of the parties will be available when the numbers are sufficiently large. Every precaution for safety and promptitude, of course, will be taken, and the officials of plants to be inspected have promised to lend assistance to make the trips most interesting. The tour parties will follow a definite line of progress through each plant, tracing the raw materials through to the finished product, observing the attendant features of operation such as office, engineering and power maintenance, and hearing talks by men familiar with the various departments.

Easy to Reach

All plants listed by the Industrial Tours division are readily accessible from the South Shore Line, and the tours can be timed to eliminate delay and waste motion, through the fast, frequent South Shore Line service.

The Industrial Tours may be called by phone or addressed by mail at the General Office, South Shore Line, phone 2100, Michigan City, Indiana. Or any South Shore Line employe will gladly give you the information you wish about bookings for these tours. All that is required is sufficient notice in advance—the division will make arrangements with the plant to be visited.

HOMESEEKERS HAVE OPPORTUNITIES HERE

(Continued from Page 3)

before you go beyond your depth.

One of the most interesting and picturesque golf courses in the Central West is at Long Beach.

Michiana Shores

Michiana Shores, located about five miles east of Michigan City, is another of the attractive lake shore developments served by the South Shore Line.

The rolling land between dune ridges has been platted to follow and preserve, as much as possible, the natural contour and beauty. Here are restful surroundings, sunshine, fresh air, vigorating climate, natural and artificial scenic attractions and a golf course now being laid out, private beaches reserved for owners in the hilly section of the property, fishing in the mill stream, unexcelled bathing beach, and social activities at the country club.

Ogden Dunes

Ogden Dunes, on the South Shore Line just east of Gary city limits, is the nearest town-site development to Chicago on the dunes shores of Lake Michigan. The town plan, which is now being completed, provides for a nine-hole golf course, a club house site, a village green adjacent to a small business community with ample town hall and school sites. A five thousand foot bathing beach, parks, tennis courts and a riding club site are other features of the plan. Six homes are now being planned for construction this Spring. A new yacht harbor, under government permit, is being developed, and will be the only one between Chicago and Michigan City.

The Pines

Two and one-half miles west of Michigan City on the South Shore Line, The Pines, an evergreen-covered tract only a short way back from Lake Michigan, offers an ideal home-site for the purchaser who wants a quiet place in the open.

Every lot here has at least a 50-foot frontage, and at least 125 feet of depth,—plenty of room for garden and chickens. Low taxes, fast hourly service on the South Shore Line (only an hour and a half to Chicago's Loop) and the nearness of the Calumet Industrial District offer more than the usual advantages.

Chicago Events
March

Art Institute—

Exhibition by artists of Chicago and vicinity consisting of 300 paintings, drawings and pieces of sculpture. Open to March 21.

Annual Exhibition of Etchings under management of Chicago Society of Etchers, consisting of drawings by artists all over the world. Open to March 21. (Leave South Shore train at Van Buren St., and walk north on Michigan Ave.)

Wrestling—

March 24—Big Ten conference wrestling championships at Northwestern University—Patten Gymnasium, Evanston. (Rapid Transit to Davis St., Evanston.)

Swimming—

March 14—Central A. A. U. indoor swimming championships will be held at the Chicago Athletic Association pool. In this meet

the junior championships in the 500 yard swim, 400 yard relay and low board diving will be determined. (Leave South Shore train at Randolph St., cross Michigan Ave., and walk south 2½ blocks).

Hockey—Coliseum, Chicago.

Mon., March 12—Chicago Blackhawks vs. Pittsburg Pirates.

Thur., March 15—Chicago Blackhawks vs. Boston Bruins.

Sat., March 17—Chicago Blackhawks vs. Detroit Cougars.

Wed., March 21—Chicago Blackhawks vs. New York Rangers.

(Leave South Shore train at Roosevelt Road, walk one block west of Michigan Ave. and three south).

Golf—

The Third Annual International Golf show will be held at the Hotel Sherman March 12 to 17. Walter Hagen will demonstrate correct methods. (Leave South Shore train at Randolph St. and walk west to Clark).

Track—

March 10—Central Intercollegiate Conference at Notre Dame. (Take street car on corner opposite South Shore Station).

Preliminaries of the annual Public High School League championship track meet are to be run off Tuesday March 13 at Bartlett Gym, University of Chicago. Finals are scheduled for Saturday, March 17th. (Transfer to Rapid Transit at 63rd St., and get off at University Station).

Basketball—

Ohio at Northwestern, March 5th, Patten Gymnasium, Evanston. (Transfer to Rapid Transit at Randolph St., and get off at Davis St., Evanston).

The fifth annual national interscholastic Catholic basketball tournament will be held on March 21, 22, 23, 24, 25, semi-finals and finals at the Coliseum, Chicago. (Leave South Shore train at Roosevelt Road, walk one block west past Michigan and three south).

Professional Basketball—

Chicago Bruins vs. Ft. Wayne, March 1.

Chicago Bruins vs. Detroit, March 8 & 9.

Chicago Bruins vs. Cleveland, Mar. 14 & 15 at Broadway Armory. (Transfer at Randolph to Rapid Transit (North Side) and get off at Thorndale Avenue Station).

The Chicago Garden and Flower show will be held at the Hotel Sherman, Chicago, March 24th to April 1. (West from Randolph St. station at Clark St.)

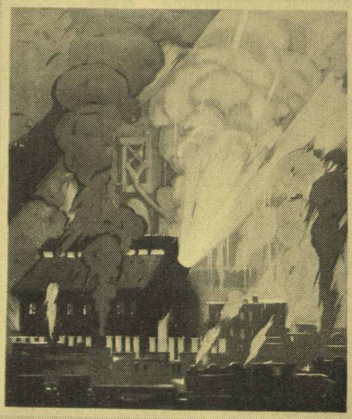
The eighth annual Own Your Home Building and Equipment show will be held in the Coliseum from March 31st to April 7, under the auspices of the Chicago Real Estate Board. (Two blocks west and three south from Roosevelt Road station).

Lectures, Chicago Historical Society—Dearborn & Ontario Sts.

"Traveling Illinois" from Canoe to Airplane, March 3-10-17-24 at 10:30 A. M.

March 23rd and 24th—Northwestern University's 16th National Interscholastic Track and Swimming meet, March 23rd and 24th. This meet is conducted by Northwestern U. and the various high schools in the country participate. (Transfer to Rapid Transit at Randolph St. and get off at Davis St., Evanston).

The Current Poster


THE STEEL MILLS
by SOUTH SHORE LINE
Fast limited trains operated electrically from Chicago to South Bend Ind. leaving Illinois Central Rr. Jolph St. Station and stopping at Van Buren, Roosevelt Road, 53rd, 63rd, and Kensington
Dining Car Service
Parlor Car Service

The flame and color of the Gary steel mills, along the South Shore Line, is depicted in the poster of the month, now on display in South Shore Line and Rapid Transit stations.

This poster was painted by Carroll T. Berry, well-known Chicago artist. It has attracted much favorable comment because it pictures in graphic fashion the spirit of industry of the Calumet district.

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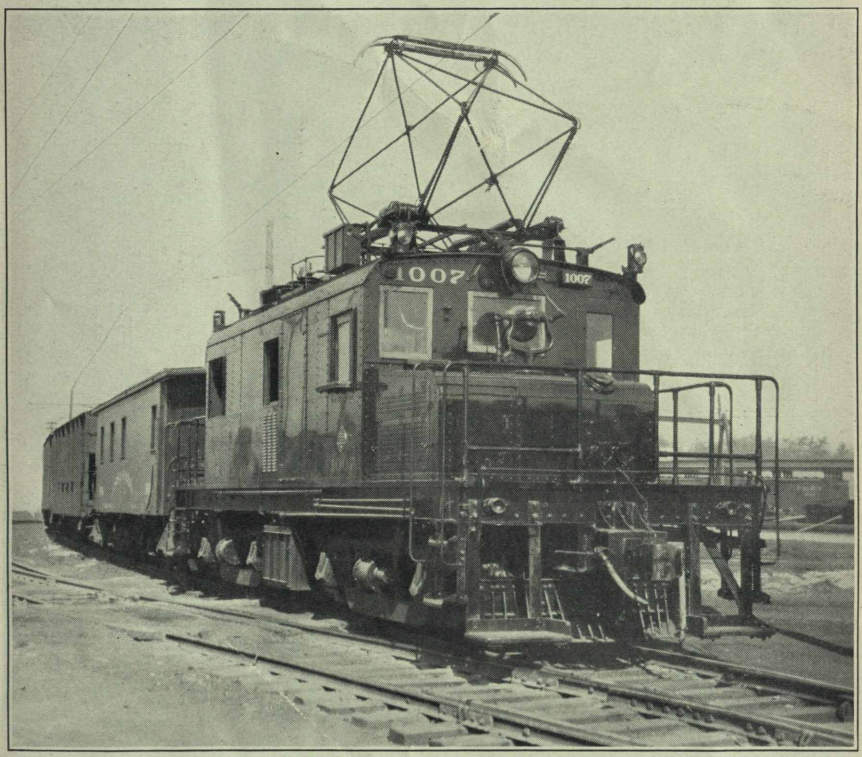
...th Shore Lines

...ly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 3 APRIL, 1928 No. 6

Two New Freight Locomotives Arrive



The arrival the latter part of March of two new 80-ton electric freight locomotives for use on the South Shore Line brought the total number of engines now in service to eight. Six of these are of the type shown, and two are smaller, for switching. One of the new twins, 1007, is shown in the accompanying photograph.

Like the first four put in service a year ago, the new motors have a capacity of 1,280 horsepower, and cost about $56,000 each. The over all length is 39 feet four inches, the total weight 160,000 pounds, maximum tractive effort 40,000 pounds. The speed at maximum is 45 miles an hour. They were built by the Baldwin Locomotive Works and equipped by the Westinghouse Electric and Manufacturing Company.

Rapid growth of South Shore Line freight service during the past year, with the fast schedules and overnight delivery service on-line, has necessitated the addition of this equipment. Carload freight from virtually all parts of the United States is being handled in increasing amounts by the South Shore Line between Chicago and one-line points, and freight operation has come to be to a great extent dependent on the additional assistance of these two new locomotives.

"Then - and Now," In Freight Traffic

By Wm. Peterson, Traffic Manager

SHIPPERS and receivers of freight who use the South Shore Line on their carload and less-than-carload shipments are, perhaps, familiar with the rapid progress the road has made in the last few years.

However, those interested in transportation development in their own community may permit us to go back and visualize the beginnings of South Shore Line in the handling of freight traffic.

First Freight Rates

About 1916, negotiations were completed with the Illinois Central Railroad whereby they accepted freight, carload and less-than-carload, at South Water St., Chicago, for stations on the South Shore Line and vice versa. Gradually, the various tariffs of the Illinois Central were amended so that the South Shore Line could participate in freight traffic, not only from or to Chicago and points on line, but also from or to all stations on the Illinois Central. A little later, rates were established in connection with the Elgin, Joliet & Eastern Railway, with which line we maintain direct connection at Gary, Indiana. At various times, from year to year, rates were put in with other steam railroads and with various electric lines, but the progress was slow.

The locomotive equipment at the outset consisted of two engines. There were no long passing tracks. Terminal facilities were wholly inadequate; freight houses were much in need of repair. Interchange facilities were such that, even though we had it, we could not handle a large volume of business. In fact, progress was at a standstill for a good many years because the road was not making money and, under these conditions, could not be expected to make improvements in its facilities for handling freight traffic.

Improvement Begun

This was the general outlook in the summer of 1925 when the road was taken over by the present management. In addition to rehabilitating the road from end to end, other improvements were imperative in order efficiently to handle freight traffic, such as the lengthening of passing tracks already built and the immediate construction of additional ones. Portions of the line were double-tracked in order to improve the handling of traffic, which was increasing in volume from

(Continued on page 7)

New Freight Station In Use

Since this picture was taken, just after completion of construction work, the new South Bend freight station at 319 East LaSalle St. has been opened for business and is now handling large amounts of merchandise freight destined for on-line cities, Chicago and the west. In addition to shipping, this building serves as the delivery station for inbound South Shore Line freight.

SOUTH SHORE LINE IS "ANNUAL PICNIC LINE"

Picnic committees, charged with the job of locating a desirable site for the annual outing next summer, have a wealth of possibilities along the South Shore Line, all directly accessible to downtown Chicago, Hammond, East Chicago, Gary, Michigan City and South Bend, wherever their people may live.

Fast, electrified South Shore trains go to the following places, any of which may be reserved through the South Shore Line Traffic Department, 79 West Monroe St., Chicago:

Hudson Lake

Far enough from the cities to be almost undiscovered, Hudson Lake and Lake Park, both on the shores of blue Hudson Lake, offer ideal places for the "big picnic."

Exclusiveness, more desirable than anything else in a party picnic site, is the keynote of these pleasant spots. Your train will bring you direct to the spacious grounds, where you can make yourself at home, hold your events and eat picnic dinner on convenient tables without fear of intrusion.

Boating, fishing for bass, pickerel or perch, swimming on a protected beach, tennis, baseball and other sports, dancing on one of the finest resort dance floors in Indiana, (the Casino), refectories serving delicious chicken, steak and other dinners, ice cream, soft drinks, all are available. There are hotels and cottages for those who wish to stay overnight, and plenty of other shelter on the grounds.

Washington Park

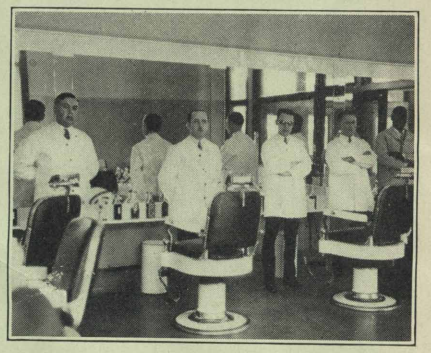
Right on the splendid south shore beach of Lake Michigan, Washington Park at Michigan City meets exactly the requirements of the picnickers who want something to see as well as do on their outing.

Washington Park itself is worth seeing—an attractively landscaped garden spot set off against the majesty of the lake. An interesting zoo, an amusement park filled with roller coasters, refectories, ferris wheels and the like, dancing and concerts, boats, and one of the finest swimming beaches in the country, are among the attractions of this picnic site. All conveniences, benches and tables, grates, and receptacles, are at hand, and the grounds are kept in excellent order at all times.

Lake Front Park

A short distance north of Miller station on the South Shore Line is the new and inviting Lake Front Park, complete with picnic and outing facilities and large enough to accommodate thousands. It is built among the Dunes, and contains a handsome refectory and dance floor, a large, convenient bathhouse with municipal beach, a lagoon for boating, and great areas of lawn for games and sports. Any kind of picnic or outing can find a place here, and every Sunday it is thronged with crowds from Gary and Chicago. If you prefer a popular site for your picnic, choose Lake Front Park.

New Barber Shop



This new and complete six-chair barber shop, under the management of Botkin and Campbell, is now installed and doing business in the South Bend Station building, fronting on the La Salle St. side.

Messrs. Grover Botkin and Larry Campbell, who have been identified with the tonsorial business in South Bend for a number of years, formerly operated shops in the LaSalle and Southern Hotels there.

NEW RANDOLPH ST. TICKET BOOTH OPEN

The new South Shore Line ticket booth at Randolph St. (I. C. Station) is now open for business, equipped with all forms of tickets including parlor car reservations.

Messrs. William Scanlon and Thomas Harvey are the Passenger Agents in charge. The booth is at the north end of the Randolph St. station concourse, at the foot of the stairs leading to the Randolph St. bridge and directly opposite the swinging doors which open on the subway boardwalk. Look for it as you pass through.

Gravel Laundry Now at South Bend

THE beginnings of the George J. Hoffman gravel-washing and concrete-mixing plant at South Bend, Indiana, could be told by a geologist better than any one else. The big tract of 105 acres over which this ultra-modern industry operates, at the northwest edge of the city, is a veritable gold mine of gravel, deposited probably by the retreating glacial armies of the ice age, too long ago to be of concern.

However, where in other later years teamsters drove into the pits, shoveled a load aboard—gravel, sand, stone and whatnot—and dumped it indiscriminately beside the contractor's mixing slab, a better method obtains now. Gravel means gravel when it comes from the Hoffman Company.

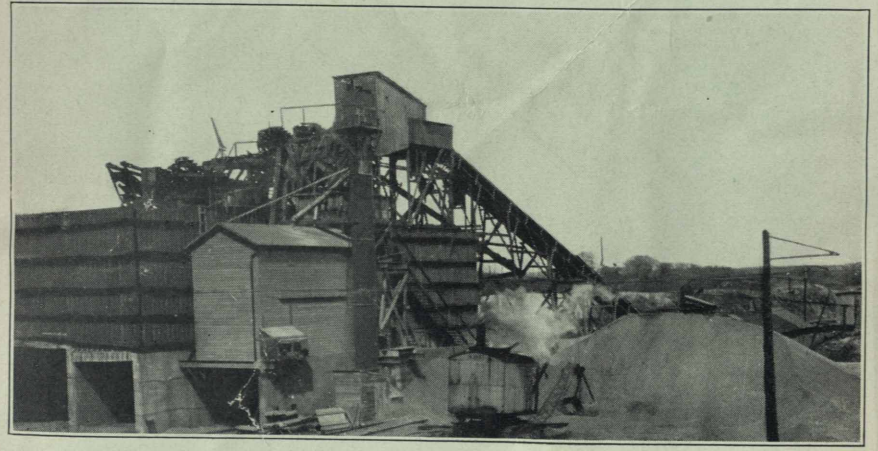
Operating its own railroad through the pits, with two locomotives in service, one steam and one gasoline, Hoffman brings the gravel in to the washing plant in train loads. The cars have been loaded by steam shovels—they are unloaded by gravity. Mechanical elevators pick up the mixture dumped from the cars and carry it up to the scalper screen, which catches everything more than two and one-half inches in diameter and throws it into a rock-crusher, whence it is brought back to the scalper again and screened through. This process, as related to the coarse material, goes on in an eternal roundelay until, theoretically, all rocks have been crushed to less than two and one-half inches diameter.

The residue, that which falls through the scalper, goes on a long carrier-belt up to the top of the high washing and screening structure, where it is carried through running water, sprayed, screened down to requisite sizes, and deposited in bins ready for gravity-loading into railroad cars or trucks underneath.

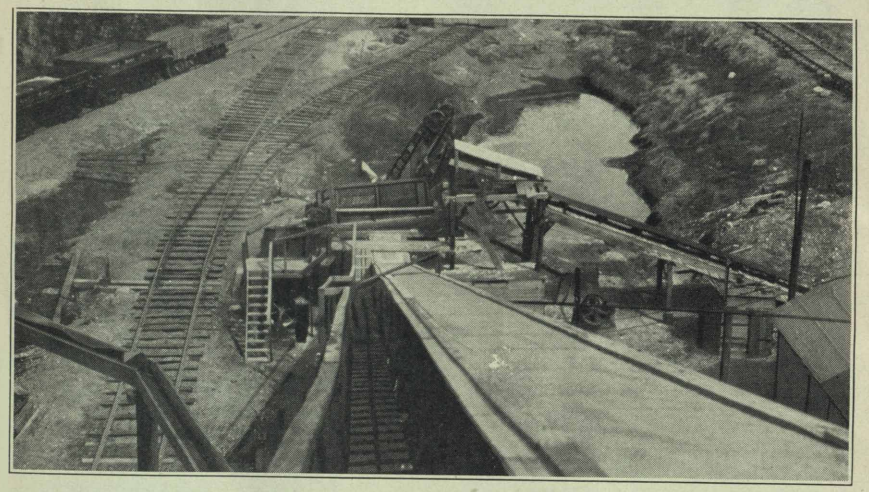
The four grades of Hoffman products are coarse gravel, ¾ to 2½ inches in diameter; fine gravel, ¼ to ¾ inches in diameter; roofing gravel, ¼ to ⅝ inch; and torpedo sand, from ¼ inch down. Each type of product, as it hits the storage bins, is as clean of clay or dirt as though laundered by hand; you could drop it into your drinking water and scarcely notice the difference. As to whether this cleanliness is of value to a builder who wants and must have dependable concrete, ask one some time.

Then there is the "ready-mix" concrete plant. This phase of the business has recently been incorporated under the name of "Kuert Concrete, Incorporated", and is managed by John C. Kuert of South Bend.

The business of mixing concrete at a central plant and then transporting it "wet" to the different jobs is a comparatively new industry. During the past two seasons, this concern has rapidly overcome the mechanical and technical difficulties which are inherent in such a new field of endeavor. This is now one of the most completely equipped plants of its kind in the United States.



The Hoffman Plant

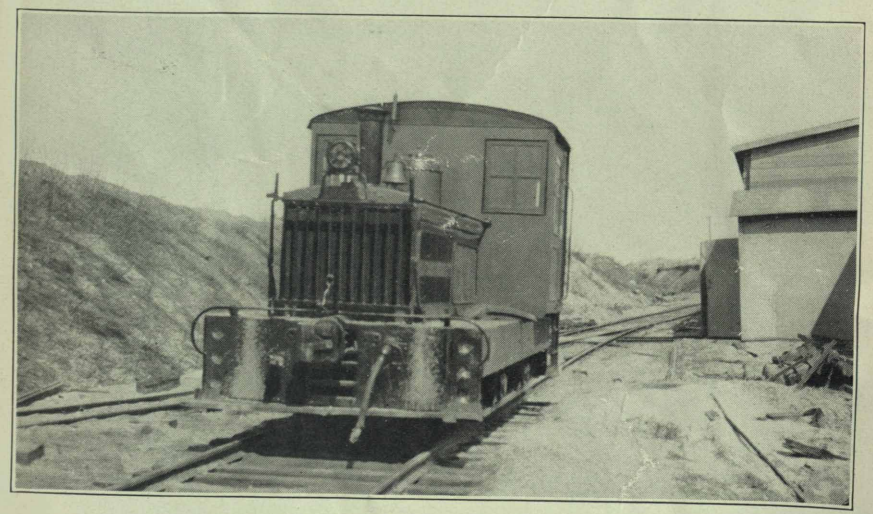


Looking Down at the Scalper

Cement is received in bulk in box cars and unloaded and elevated mechanically either into the cement hoppers at the top of the plant or into the storage house. Sand and gravel are drawn directly from the bins of the washing plant. Each batch of cement, sand and pebbles is accurately weighed and then charged into the mixer. Then the proper amount of water is computed and measured and also added.

Every batch of concrete turned out by Kuert is scientifically made, insuring the development of the maximum strength obtainable for the amount of cement used. Thus a new and important service becomes available to the building public. The product of the company is guaranteed, and the customer receives the best quality of concrete that can be made.

Fifteen employes, all told, help to keep the elaborate machinery of the big washing and mixing plant in operation, and under full pressure, 1,500 tons of gravel can be turned out clean in one day.



The Plant's Gas Locomotive

APPRECIATIONS

INDIANA HARBOR BELT ATHLETIC ASSOCIATION

Hammond, Ind.,
March 14th, 1928.

Mr. J. K. Gray, Supt.,
C. S. S. & S. B. R. R.,
Michigan City, Indiana.

Dear Mr. Gray:

My attention has just been called to the courteous action of your Agent at Hammond, Ind., on Feb. 18th, 1928.

On this date a number of employees of the I. H. B. R. R. who are members of the I. H. B. Athletic Association, were going to Indianapolis, to attend a basketball game. When they arrived at your station at Hammond, it looked very much like they were going to miss connections at Woodlawn. I am advised by the man in charge of our party, that Mr. Larsen rendered very much needed service, and was extremely courteous in helping us. After our party had departed, he wired ahead for us to get off at Kensington, where arrangements had been made to have our train stopped.

Our people very much appreciate the courtesy of your Mr. Larsen and wish to express our thanks to you for this service.

Yours very truly,
(signed) W. R. Manning,
President.

ELECTRICAL MAINTENANCE ENGINEERS OF CHICAGO
30 North Dearborn St. Chicago, Illinois

March 16th, 1928.

Chicago South Shore & So. Bend R. R.,
79 W. Monroe Street,
Chicago, Illinois.

Att: Mr. Dwight G. Wood

Dear Mr. Wood:

On behalf of the Electrical Maintenance Engineers I want to thank you and the other members of your organization who helped to make our trip to Gary, Ind., on March 7th, a most successful one.

The service was excellent and your company is to be commended on the exceedingly courteous and expedient method of handling such affairs.

Sincerely yours,
(signed) M. R. Ely,
Manager.

March 12, 1928.

Mr. J. K. Gray,
General Superintendent,
South Shore Lines,
Michigan City, Ind.

Dear Sir:

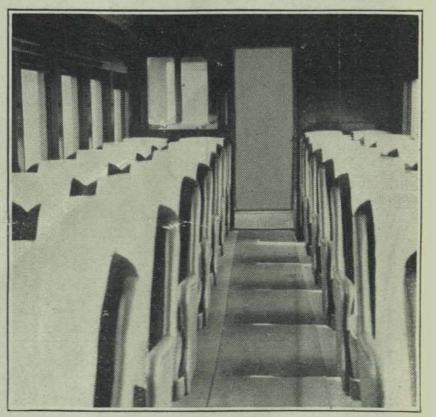
This letter is to report the unusual courtesy shown me late last night by the ticket agent of the line at Randolph Street. I don't know his name but he is on duty there from two in the afternoon.

I left my purse containing my 54 ride commutation ticket to Gary in a telephone booth in the station and was unable to recover it. Since my money was also lost I should have been forced to wait in the station until some one I knew from Gary should come along had not this man advanced me from his own purse the train fare from Chicago to Gary.

His kindness and his readiness to trust me prove that the biggest thing in any business is the "heart" of the individual employe.

Sincerely yours,
Rezia Rowley.

New Seat Covers



New seat covers for bucket seat coaches are now being placed in service on some of the South Shore Line cars. It is planned eventually to equip all bucket seats with these covers as a further measure of cleanliness and attractiveness. They are removed several times a week and laundered.

FREIGHT GROWTH TOLD BY TRAFFIC MANAGER

(Continued from page 2)

month to month. New interchanges were constructed, with the Belt Railway Company of Chicago at Hegewisch, Ill., and the Wabash Railway at Gary, Indiana. In addition, the interchange track maintained with the Nickel Plate Road at Michigan City, Indiana was doubled in capacity. Freight houses were repaired and enlarged, platform space increased and where there were only two, eight electric locomotives are now used to transport carload and less-than-carload freight.

A railroad, like a manufacturing company, has something to sell. In the case of the railroad, it is service. You cannot sell service, however, without competitive rates. These are as necessary on a railroad as marketable prices are with a manufacturing company. The present South Shore Line management realized at the outset that the establishment of working arrangements and joint through freight rates with other lines were imperative. Heretofore rates were in effect with only a few lines, and many confusing restrictions existed in tariffs. South Shore Line has gone steadily ahead in this important branch of traffic work. Rates have been established with a large number of lines on a competitive basis and today we are in position to give our shippers and receivers of freight a service and rates in line with those of other roads.

We shall more than welcome any suggestions you may have towards the improvement of South Shore Line freight service.

New Phone Numbers

The new South Shore Line telephone numbers at South Bend, following the change-over from mixed service, dial and manual, to universal dial service, are:

Passenger station 3-3111
(Michigan and LaSalle)

Traffic Department 2-5764
(Upstairs over station)

New Freight Station 3-3220
319 E. LaSalle 2-1320

For your convenience, clip this information and keep it in your desk.

Chicago Events

FIELD MUSEUM OF NATURAL HISTORY
The Raymond Entertainments for Children

A series of programs of motion pictures in the James Simpson Theatre of the Museum, on Saturday mornings, during April. The pictures will be shown continuously from 10:00 to 12:00. Admission Free.

April 7—An African Adventure
The Falcon Hunt
Chicks
The Lynx
Wonder Book No. 3
April 14—Rambles of a Naturalist Among the Indians
April 21—China
Nature's Cathedral
April 28—Moana of the South Seas

A course of illustrated lectures upon Science and Travel, Saturday afternoons, at three o'clock. The lectures will be given at Field Museum in the James Simpson Theatre. Children under ten years of age will not be admitted to these lectures. Theatre doors will be closed at ten minutes past three, or before, if the Theatre is filled. Admission Free.

April 7—Abyssinia and the Source of the Blue Nile
April 14—Camping Among the Plains and Pueblo Indians
April 21—Tarija Valley and the "Bones of the Giants"
April 28—Indians of South America

Leave South Shore trains at Roosevelt Road, walk east over bridge and south to the Museum.

Big Ten Baseball—
April 24—Chicago at Northwestern
April 30—Iowa at Northwestern
Transfer to Rapid Transit at Randolph St. Ask the guard.

Annual Spring Flower Show at Garfield Park April 6-22.

Billiards—
The National Three-Cushion Championship Billiard Tournament will be held in Recital Hall, Auditorium Building and will start on April 2 and continue to April 14. Leave South Shore trains at Van Buren, and walk south one block on Michigan.

Home Show—

Own Your Own Home Building and Equipment Show to be held at the Coliseum, Chicago from March 31 to April 7. Leave train at Roosevelt Road, walk west to Wabash and three blocks south.

Chicago Historical Society, Saturday Morning Historical Talks by Charles S. Winslow, Principal Wells School, 10:30 A. M.

Chicago Beginnings—

Fort Dearborn to the city charter in 1837

March 31	April 14
April 7	April 21

Chicago, a City—

From swamp to skyscraper
April 28

Dearborn and Ontario Streets, Chicago. Walk west on Randolph St. to Dearborn, and north to Ontario.

Art Institute—

March 29th to May 6th

Eighth Annual International Exhibition of Water Colors.

On Michigan, two blocks north of Van Buren Station.

Basketball—

Tenth National Interscholastic Basketball Tournament will be conducted by the University of Chicago, Bartlett Gym, Chicago, on April 4, 5, 6, 7.

Transfer to Rapid Transit at 63rd and ride to University station. Ask the guard.

April Baseball

Cubs at Home

18, 19, 20, 21	Cincinnati
22, 23, 24, 25	Pittsburgh
26, 27, 28, 29	St. Louis

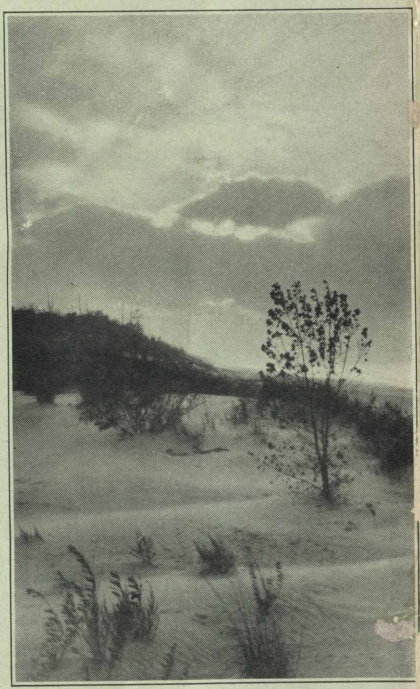
Cubs' Park—Leave South Shore train at Randolph St., transfer to Rapid Transit. Ask the guard at Randolph St. "L" station.

Sox at Home

11, 12, 13	Cleveland
14, 15, 16, 17	St. Louis
30, May 1, 2	Detroit

Sox' Park—Transfer to Rapid Transit at 63rd St., get off at 35th and walk west 2 blocks.

April in the Dunes



Down in Duneland on the South Shore Line the changing weather has begun to work wonders. There is an air about the great sand hills and forests that foretokens Spring—it is apparent the moment you step from a South Shore Line train at Tremont.

Already the vanguard of the Dunes army of hikers and "campers-out" may be seen skirting the ridges and picking out the famous old trails from the wind-blown wastes of wintertime. At dusk, an occasional "wienie-roast" fire glows; there are fresh prints of hiking shoes on the sands of Waverly Beach.

Make your plans now to go out to this wildest and most beautiful of Chicagoland's outing regions; take a train early some Saturday and spend an afternoon watching April coax the buds out and lure the birds northward. There is no place in all the Greater Chicago area like Indiana Dunes State Park. Get acquainted with it early this year. South Shore Line trains leave Randolph St. (I. C.) every hour on the hour, and stop at the gateway to the Dunes, Tremont, Indiana.

South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 3 JUNE, 1928 No. 8

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beautiful trails of Duneland on the South Shore Line are a
ling charm to the hikers who know them.

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Summer Is Hike Time in the Dunes

MINGLED with the great caravan moving outward from Chicago to the famous beach colonies of the South Shore nowadays are the "hikers" of Duneland—those nature-lovers who have discovered the secret of the big woods and sand hills along the South Shore Line.

All through the week, now that summer is here, and particularly on the special half-hourly trains weekend mornings, you can see them, fitted out with their hiking gear, knapsacks and whatnot, ready for the trail.

They know the charm of the quiet by-paths through Indiana Dunes State Park. Each time they come out, they go exploring on a new quest for Romance and Happiness. They will take a woodland trail through flower meadows to the top of a mighty sand mountain, there to pitch temporary camp and catch a new hold on the joy of living.

Try a Hike

You can be one of them. If you do not know Duneland, if you have heard that it is "nothing but sand," do this the next week-end you have: Get out your outing attire, and take a South Shore Line train to Tremont, gateway to the Park. You may either bring your lunch or buy a delicious one at the Concession stand in Tremont station. Then take the road north to the Park entrance, pay your admission fee of only ten cents, and swing into the woods. Hiking, resting, hiking again, eating your lunch, dozing in the shadows, you will find this beautiful natural playground a veritable Kingdom of Romance. It is wild and rugged, yet always you are conveniently near Tremont station, where fast comfortable South Shore Line trains pass every hour (every half hour weekend evenings) to take you home again. They all stop, both going and coming, at Kensington, 63rd, 53rd, Roosevelt Road, Van Buren St., and Randolph St., I. C. Suburban stations. They go to downtown Hammond. East Chicago, Gary, Michigan City and South Bend.

New Paths

But if you are an experienced Duner, if

(Continued on Page 6)

Important

All new forms of South Shore Line commutation tickets purchased after June 1, 1928 will be honored by conductors only when presented attached to commutation books in which they originally were sold.

FREIGHT, PASSENGER EQUIPMENT ORDERED

More new equipment, both freight and passenger, has been ordered by the management of the South Shore Line for fall delivery—ten passenger motor cars and two freight engines.

Announcement of the purchase of ten more steel passenger cars of the latest type, in accord with the policy of South Shore Line management to keep pace in equipment and service with growth of patronage, has been made by Charles H. Jones, general manager of the road.

Built by Standard

The new cars, which are to be delivered probably in November, are already under construction by the Standard Steel Car Company at Hammond, Ind. All ten are motors, and virtually duplicates of the fleet put in service on the South Shore Line last summer, with bucket seats, Pullman-type smoking department, and all-steel construction. The only change noticeable to the passenger will be elimination of the partition between the seat compartment and the corridor passing the smoking compartment, an alteration prescribed for operating reasons.

To Be 55 Cars

The introduction of these cars on the line will bring South Shore Line steel passenger equipment to 55 cars. This number is considered by the management as sufficient only for the time being, and more will be provided as the growing business warrants.

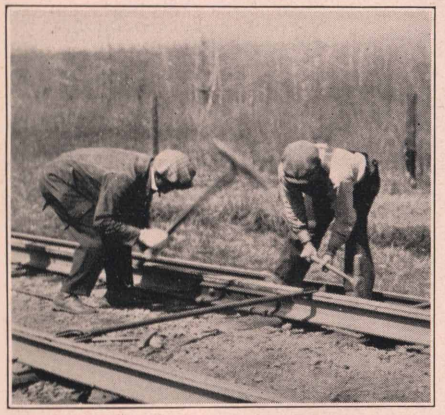
Increasing demand for freight motive power on the South Shore Line has necessitated the purchase of two more 80-ton Baldwin-Westinghouse electric freight locomotives, to be delivered in the fall.

Aside from a few minor mechanical changes, the new engines will be duplicates of those of the larger type now in service.

On delivery these locomotives will become the fourth increment in freight motor equipment on the South Shore Line since the change of management three years ago. The original fleet of four 80-ton freighters was enlarged a short time after their introduction

(Continued on Page 6)

On the Iron Trail



This is a glimpse of the "Unseen Service" behind the new and improved roadbed you ride over between Michigan City and Tremont. Ten and one-half miles of rail relaying is nearly completed, and a new siding west of Michigan City for the accommodation of the present half-hourly weekend service to Chicago will be ready by the first of this month.

TURN YOUR DIALS TO STATIONS WENR—WBCN

Radio fans in South Shore Line territory and elsewhere about Chicago are invited to tune in on stations WENR and WBCN, owned by the South Shore Line and associated companies. The wave-length is 288.3 meters.

These stations, which alternate on a thirteen hour program daily, offer a wide and attractive variety of interesting programs, famous among which are the "Wiener Derby," and "Mike and Herman." Home service hour, dinner concerts, educational features, light opera concerts on Tuesday and Friday nights, symphony orchestral music Sunday nights, are some of the additional high spots in the programs of these increasingly popular stations.

The power at present is five kilowatts in the daytime and 500 watts at night. The station equipment, however, is sufficient to provide 50,000 watts, one of the four largest in the country, and eventually, probably in the fall, the power increase will be put into effect.

SPECIAL MOVES NOW GO VIA SOUTH SHORE

Large numbers of special parties have used the South Shore Line the past month for trips to the Dunes, westward to Chicago and other places of interest along the railroad. Arrangements for moves of this sort may be made through passenger representatives on either end of the line: Traffic Department, 79 West Monroe St., Phone Central 8280, Chicago; or Traffic Department, Michigan and LaSalle, Phone 2-5764, South Bend.

Among the groups which have found South Shore Line the practical way to come and go through the southern shore line territory are: Notre Dame baseball team; South Bend high school groups; Mishawaka high school; Marshall high school, Chicago; Morgan Park Military academy; Hyde Park high school, Chicago; and Hammond and Gary high school students. The Prairie Club of Chicago, long patrons of the South Shore Line on their weekly trips to the Dunes, and many private companies also have profited by this high-speed, economical, "door-to-door" transportation.

POWER SPREAD TO DISPERSE PEOPLES

The decentralization of power to enable small towns and villages to operate factories where workers may have the benefits of healthier living conditions, was forecast as the next phase of economic development in the United States by Martin J. Insull, president of the Middle West Utilities Company, in an address to an industrial migration conference in New York recently.

Mr. Insull remarked that one of the most serious problems of the nation at present was the congestion of population in large cities.

Congestion Unnecessary

"For a time we were willing to say that this congestion was the price of industrial progress," he said. "Now we are finding out that it is not necessary to pay this price. The development of power distribution has today progressed to the point where adequate and economical power is available at almost any point.

"Simultaneously the development of transportation facilities has served to emphasize the possibilities of decentralization of industry, and, consequently, a more satisfactory distribution of population. I know of no healthier form for the economic welfare of this nation, than to utilize the broad areas which are at the service of our industries."

Bendix 4-Brakes a South Bend Product

YEARS ago Vincent Bendix produced the drive which mechanically cranks and starts ninety per cent of our automobiles. Now he has developed and is busy making the famous "4 brakes" with which a large number of present day cars are controlled and stopped.

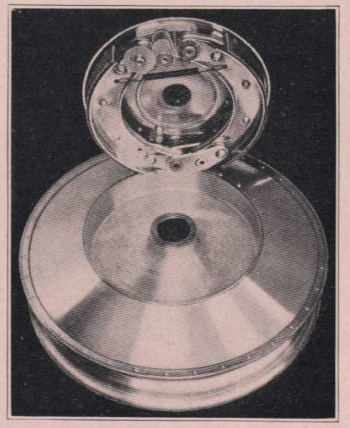
The Bendix Brake Company of South Bend, the first large industry you see from your South Shore Line train windows as you approach the city, is an organization of brake specialists, the most highly trained organization of its kind in the world. Automobile brakes, truck brakes, bus brakes, brakes for commercial purposes, and even brakes and wheels for airplanes are part of the regular daily production. The plant operates day and night; it is more than two city blocks long, and has only commenced to grow.

The Bendix brake, technically described as a three-shoe, self-energizing, mechanically operated brake, is the result of intensive research on the part of its inventor and associates for a device that is not only simple in design and certain in operation, but which will, with itself, cope with the great weights and high speeds inseparable from modern automotive transportation.

No Brake Bands

The "three-shoe" feature is one of the principal points of advantage claimed by Bendix. There are no bands in Bendix brakes. The overlapping units or shoes are forced against the inside of the brake by a light pressure on the brake pedal through the medium of a small cam inside the mechanism. Naturally the harder you push the pedal the tighter the expansion. But this is not all.

In the phrase "self-energizing," lies one of the true secrets of Bendix brakes' success. For the application of the brakes is so designed that the action of the revolving car wheel itself applies and increases the braking power. Engineers call this a "Servo" action, that is, using the motion of the car to create and intensify its own stopping power. The moving wheel wraps the shoes tighter and tighter against the drum—and stops itself. Yet all this action is under positive control of the pedal. It applies instantly, releases instantly. At all speeds the retarding action is firm and uniform. There is no "grabbing" of the brakes on a Bendix-equipped car.



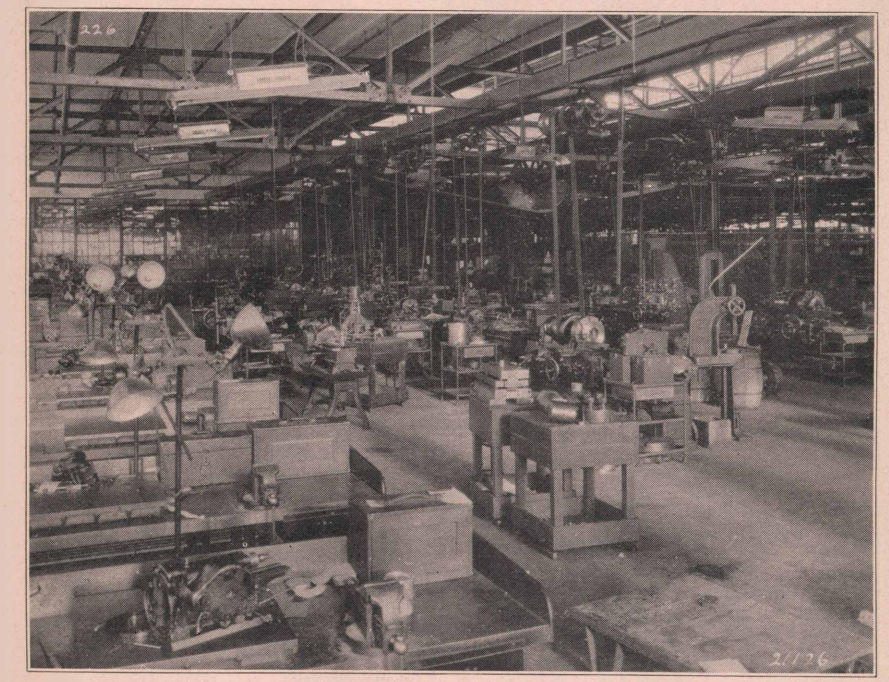
Airplane Wheel

All Bendix brakes are mechanically operated. Their slogan is "Mechanical—For Safety." The principle on which the company goes is that if your brakes are mechanical, they will always work; no leakage, short circuits or other slight but dangerous variations can be expected of them. And in the present day traffic situation, with speed necessary to keep the streets clear, numerous stop lights and through streets, and so many dangerous grade crossings for the motorist to meet, dependable brakes are more important than any other feature of the car.

Airplane Wheels

Recently, anticipating the growing public interest in aviation, Bendix turned to the perfecting of an airplane brake, long needed for the proper control of landing planes. Experiments show that what was needed for the airplane was a combined wheel and brake unit. Bendix adapted the patent rights and design for this type of device from I. M. Laddon of the Army Air corps, and began producing the Bendix-Laddon brake wheel. Colonel Lindbergh has these wheels on his new Ryan monoplane. It is claimed for them that they reduce to a minimum the run after landing, enabling safe landings to be made in small areas; eliminate the necessity for a ground crew, since the airplane can be warmed up, taxied and parked in the hangar without assistance; provide perfect control on the ground, when they are separately operated, preventing disastrous ground loops and permitting cross-wind taxiing and take-off; and permit the use of a tail wheel instead of a tail skid, thus avoiding the tearing up of airdromes.

The Bendix Brake Company has expanded in three short years to an organization of international scope and importance.



Two Views in the Bendix Plant

SUMMER IS HIKE TIME IN DUNES

(Continued from page 2)

you have combed out the forests and streams and lagoons of Indiana Dunes State Park and want new fields to conquer, there are some suggestions available in a new series of "Ramblers' Trails," detailing hike routes through other equally interesting territory along the line. These are prepared in map-and-direction form, and are obtainable from the Traffic Department, Phone Central 8280, 79 W. Monroe St., Chicago, the Outing and Recreation Bureau, 72 West Adams St., Chicago, or from the Special Tours Bureau of the South Shore Line at the General Office, Michigan City.

Gary Schools Trip

The Chicago Commons sponsored a Reconciliation trip through the famous "Work-Study-Play" schools of Gary, Ind., Saturday, June 9. The party left Randolph St. I. C. station on the South Bend Limited at 8 A. M., returning by 5:30 P. M. Approximately 200 went on the trip, and many expressions of appreciation were heard.

For example, here is a brief outline of Ramblers' Trail No. 4, Wilson, Beach, Baileytown hike. You leave your train at Wilson station, turn north toward the lake, and bear west (left) until you strike a dirt road. Follow this into the dunes about a half mile to a narrow footpath to the right. This is the lowland of the Dunes country, where wild life and flowers abound. In the trees and undergrowth are endless species of colorful birds. Small animals hasten from your path, and you walk among beautiful flowers at times. Here is the celebrated desert cactus. Further along you cross an old wagon trail. Bearing to the left, at the next junction, the ramble is around Diana's Dune, the home of the late Diana of the Dunes, who was lured by the magic of Duneland to foresake civilization.

On the Beach

At the end of the foot trail is Lake Michigan with its glorious beach of golden sand. Walk to the right on the firmly packed sand for a mile or more, cool lake to the left, towering dunes to the right.

Presently a large blowout, caused by the wind piling up against the face of the dunes and going through a small opening, funnel-like, scouring out a huge basin of sand, appears at the right.

Turn and pass through the blowout and pick up the narrow wagon trail. Once again you are in the hinterland. Taking the trail to the left, you pass around small, swamp-surrounded Lake Walker, then to a macadam road.

Turning to the left, follow the road to the South Shore Line station at Baileytown, where your train for home is boarded.

Historic Hikes

Other hikes of this sort which are ready for you at the Outing Bureau, attractively and explicity drawn up, are a Baileytown—Mineral Springs hike, which takes you into the historic country associated with Baile, the first white settler in Northern Indiana; and the Lake Park-Sagunay Lake-Hudson Lake hike, which opens up to you the beautiful lakeside country just east of Michigan City.

Transportation costs are low for jaunts of this sort, and the frequent service of South Shore Line trains puts you within just a few minutes of your leaving time whenever you wish to return. As soon as you can, drop in to the Outing Bureau and talk over these Ramblers' Trails—get the route sheets and make ready to go.

FREIGHT, PASSENGER EQUIPMENT ORDERED

(Continued from Page 1)

by the addition of two 53-ton switching engines. The past April two large ones were added, and before they had been in operation a month, it was found that more were needed.

Growing Freight Hauls

Due to its strategic position between Chicago and the East, the South Shore Line is situated to render a valuable service to through carload shippers in the East and West, and it is the unusual growth of this kind of business in the past two years that has brought the demand for more motive power represented by the repeated adding of locomotives.

The Twelfth Engineers (Light Railways) of the American Expeditionary Forces of the World War will hold their regimental reunion at Jefferson Barracks in St. Louis, Mo., June 28-29-30, 1928. All former members are requested to communicate with John J. Barada, Secretary, 514 Kansas Street, St. Louis, Mo. for further details. If you happen to know anyone who served with this outfit overseas, please pass along this information.

New Folder Out

The new "Duneland" folder, a twelve-page beautifully illustrated guide to Indiana Dunes State Park on the South Shore Line, is now ready for distribution free at all stations and in the Outing and Recreation Bureau, 72 West Adams St. It contains a complete picture map of this wildest and most interesting of Greater Chicago's outing places, showing the famous trails and detailing their sights. Ask for one! Or drop the Outing Bureau a line—they'll be glad to send you a copy without cost to you.

APPRECIATIONS

THE UNIVERSITY OF NEBRASKA
Lincoln

Mr. R. E. Jamieson, Dist. Passenger Agt.
79 West Monroe Street,
Chicago, Illinois.

Dear Sir:

We much appreciate the courtesies which you extended to our group of engineers on their recent inspection trip to Chicago. Mr. Rader reports to me that you not only arranged for special round-trip service between Chicago and Gary, but that you provided a special car, and accompanied the party personally.

Please accept our thanks for these attentions.

Yours very sincerely,
(Signed) O. J. Ferguson,
Dean, College of Engineering

GARY PUBLIC SCHOOLS
GARY, INDIANA
MILLER SCHOOL
G. L. Russell, Principal

Mr. E. B. Stover,
c/o S. S. Lines,
Gary, Indiana.

Dear Mr. Stover:

I wish to take this opportunity to thank you for sending us Mr. "Safety" Gordon on Wednesday of this week. He surely is a wonderful character and knows how to put across his program to both the little children and the older ones. His visit was indeed a happy as well as instructive one for us.

Thanking you again, I am
Sincerely yours,
(Signed) G. L. Russell.

Moon o' the Dune

Have you ever set out
By night from a dune
To follow the path
Of a summer moon?

I followed it down
To the lake one night
And waded knee-deep
In the silver light.

—Flamingo, in the Gary Post-Tribune.

HOME BUREAU HAS NEW EXECUTIVE AID

George M. Laurence, Special Representative of the New Business Department of The Peoples Gas Light and Coke Company, has been appointed Assistant Director of the Own Your Own Bureau at 72 West Adams St., and has already assumed his new duties.

Mr. Laurence

Mr. Laurence joined the gas company forces at the age of 15, starting from the bottom; in 1919, after having held several intermediate positions, was appointed second assistant Superintendent of the Bookkeeping Department. In 1924 he was again promoted to first assistant superintendent of the Customers Accounts Department. The year 1927 saw Mr. Laurence selected as one of ten men to compose the President's Training Course. In his new work, Mr. Laurence will be associated with C. Edward Thorney, Director of both the Home Bureau and the Outing and Recreation Bureau, at 72 West Adams St. Mr. Laurence will specialize in the furnishing of practical counsel of all kinds related to the problems of home building, as a part of the free public service for which the bureau was formed.

Territorial Events
June

Track—

June 9—National Intercollegiate Meet at Soldier Field. Leave South Shore train at Roosevelt Road, walk east over bridge and south to Stadium gates.

June 9—Chicago Daily News Sixth Annual Women's Olympic track and field meet—Ogden Park, Chicago. Transfer to Rapid Transit (elevated) at 63rd St., and to Englewood train at 58th St., leaving train at Racine. Walk one block south.

Tennis—

June 25—Northern Indiana Tennis Championships, under the auspices of the Gary Tennis Club, Gary, Ind. South Shore Line trains go direct to downtown Gary.

June Baseball

Cubs at Home

20, 21, 22, 23.....St. Louis
24, 25, 26 .....Pittsburgh

Cubs' Park — Leave South Shore train at Randolph St., transfer to Rapid Transit (Elevated). Ask the guard.

Sox at Home

10, 11, 12, 13 .....New York
14, 15, 16, 17.....Boston
28, 29, 30.....Cleveland

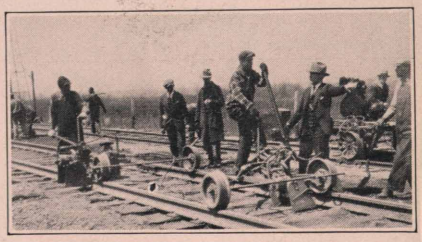
Sox Park—Transfer to Rapid Transit at 63rd St., get off at 35th and walk west two blocks.

FISH AWAIT COMING OF SEASON JUNE 16

Bass, blue-gills, pickerel, sunfish await the coming of enterprising fishermen to Hudson Lake and Sagunay Lake along the South Shore Line as soon as the season opens, the sixteenth of this month.

These lakes are particularly attractive because they are off the beaten track—except for South Shore Line trains. You can board an early train out of Randolph St., Van Buren, Roosevelt Road, 53rd, 63rd, or Kensington in Chicago, or any of the principal cities on the line, and be on the shore of Hudson Lake ready to get into your boat within approximately two hours. The train lets you off just above the dock. Sagunay Lake is just a short walk north of Sagunay station—in either lake there are plenty of fish. Plan on it now!

New Gravel Tamper



This is the new high-speed electrical gravel tamper which put the finishing touch on the new rail between Oak Hill and Sheridan. This machine packs the ballast under the ties and does the work of eight men, faster than they could.

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the Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 3 JULY, 1928 No. 9

Plan to Visit the Dunes This Month!

ALL through July, and particularly on the Fourth, the big woods and beaches of Indiana Dunes State Park will offer a cool retreat for you and the family, away from the congestion of the highways and usual resorts.

On Independence Day, when every available inch of roadway and parking space in the Chicago area will be in demand, you can board a comfortable, fast South Shore Line train at Randolph St., Van Buren, Roosevelt Road, 53rd, 63rd, Kensington, or in downtown South Bend, and get off at Tremont station, the gateway to the Park, within little more than an hour. Trains will be leaving half hourly from Chicago. Once there, with a lunch along, your bathing suits perhaps, and a parasol, the vast acres of shaded woodlands and the miles of glistening beaches will give you lots of elbow room. You can spread out and make yourself at home anywhere in the Dunes.

There will be others there, of course, celebrating the great holiday. There will be some firecrackers, impromptu races, lots of good fun—just enough to keep up the holiday spirit. But the Park is big—you won't have to share a picnic table with a half dozen other families.

Wear outing togs and take a camera along.

(Continued on Page 3)

Are you riding the new "Theater-Goers" limited out of Randolph St. at 11:15 P. M. Chicago time?

This fast train is offered by the South Shore Line for the special convenience of patrons who wish to see the finish of the play in Chicago before leaving for home. It operates on a special schedule which brings it to Michigan City and South Bend on the usual arrival time.

July Baseball

Sox at Home

1 ..... Cleveland
2, 3, 4,..St. Louis (doubleheader)
25, 26, 27.....Philadelphia
28, 29, 30, 31.....Washington

Sox Park—Transfer to Rapid Transit at 63rd St., get off at 35th, and walk west two blocks.

Cubs at Home

6, 7, 8, 9.....Brooklyn
10, 11, 12, 13.....Boston
14, 15, 16, 17.....Philadelphia
19, 20, 21, 22.....New York

Cubs' Park — Leave South Shore train at Randolph St., transfer to Rapid Transit, ask the guard.

SIGNAL PROTECTION TO BE COMPLETED

The last links in the chain of automatic safety block signals, of the color-light type, which will protect South Shore trains on all open right-of-way between South Bend and Chicago, are now being installed.

Double-track signals from Gary to Kensington, signal protection at the new Tamarack siding four miles west of Michigan City, and approach locking through interlocking plants make up the new program, which is to be finished this season. The new signals are spaced as to allow 15-minute intervals between trains. The approach-locking feature means that when a train has accepted the signal a mile in advance of the interlocking plant, the operator of the plant is thereby prevented from changing the routing of trains through that plant until after the train has crossed.

In all, 15 miles of signals will go in, employing a gang of 30 men over the summer months.

Work has been begun also on a new stretch of 100-pound rail laying at Gary, a 3,300-foot extension of the present Virginia street siding for eastbound passenger trains to use as double tracking.

"Slyker" Means More Beautiful Homes

AFTER a trip through the Gary plant of Schleicher, Inc., makers of steel radiator furniture, the visitor comes to the realization that before long the old-fashioned radiator may cease to appear in the American home. There is too much to be said for the "Slyker" product.

Aside from its beauty and tastefulness, Slyker furniture has two great advantages: protection of walls and draperies against dust, and the furnishing of sufficient humidity to protect the householder's family and furniture.

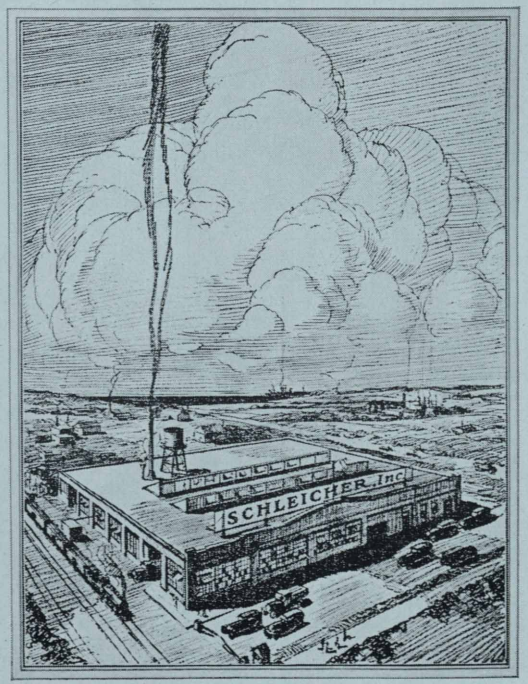
Cleanliness and sanitation in the home, as well as beauty and harmony in its furnishings and decorations, are among the leading interests of the modern woman. Year after year, home owners note the gradual soiling of beautiful draperies or delicate walls. Patiently they go to the expense of renovation, not knowing that here in Gary the Schleichers have solved their problem beautifully for them.

Makes for Health

Physicians are agreed that a great majority of the coughs, colds and throat ailments so prevalent in winter are caused by the super-dry atmosphere of the radiator-heated home; everybody knows that a few months in a house heated thus will render wooden furniture brittle and fragile. Slyker radiator furniture, which is actually built to order for the various radiators in your home, carries with it a humidifying feature that eliminates this condition automatically, so long as it is fed with water.

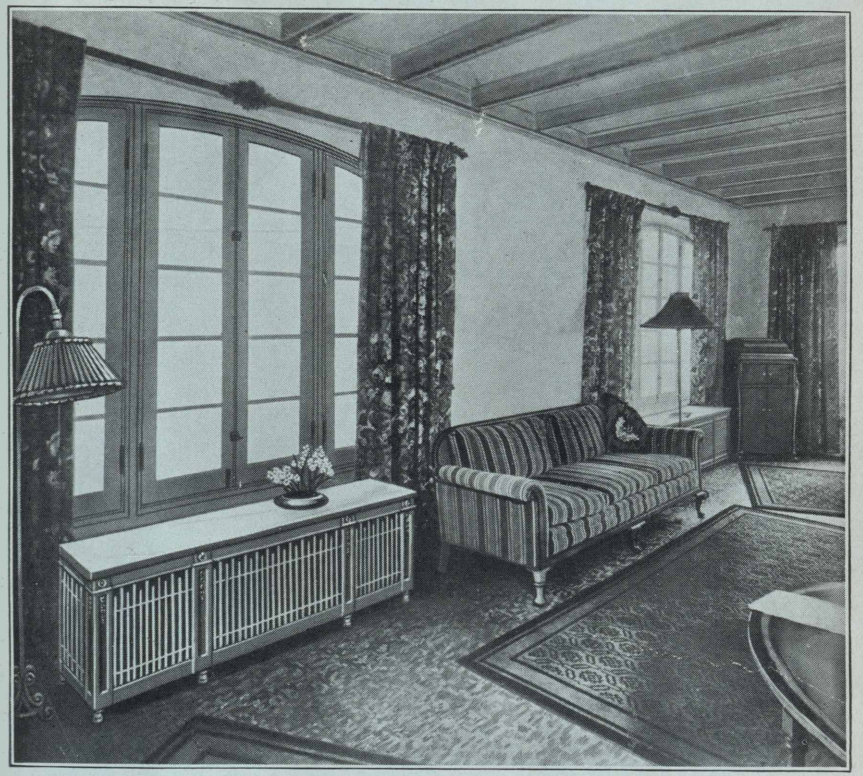
The artistic phase of the Slyker service is the conclusive one: Greek or period designs in rod or cane grille, built to specifications for each individual radiator, and finished in many coats of baked enamel to match your decorations exactly. The accompanying photograph shows a pair of Slyker living room units, marked improvements on the tastefulness and attractiveness of the room. Picture this room with the bare, unsightly radiator exposed!

So strongly and skillfully are these units made and finished that they last practically a lifetime. In going through the Schleicher plant (the trade name "Slyker" is derived from the name of the manufacturer) you will be shown the sheets of heavy 14-gauge steel, rolled specially for this purpose. You will see the great forming and stamping machines that bend the steel to fit your own requirements. The assemblers work with parts designed almost with the intricacy of a watch, in order that the finished product shall be rigid and durable as the house itself. Then, in the finishing, you will understand how the beautiful wood patterns are produced on the steel: by a virtual engraving process, with the patterns obtained from an actual block of walnut, oak, or mahogany, as the case demands. The color-mixer, who is an expert at the science of matching the faintest variations in shades or tints of finishing, guarantees you a product that will harmonize with any color scheme you have in mind. In fact, if it doesn't suit you exactly in all possible lights, Schleicher takes it back, removes the duco-like surfaces and does it over again. It is for this reason more than anything else that Slyker furniture is often referred to as "tailor-made". Not only is this true of the radiator furniture, but also of the new "Konvektair" electric heating units of all types and sizes, applicable anywhere you have a wall plug, and equipped with a heating element that will warm your room in a jiffy and yet not scorch even a piece of tissue paper left on it.



The Gary Plant

The Schleicher plant occupies the building at 3824-48 Georgia, Gary, formerly used by the Panic-Proof Door company, an outgrowth of the Iroquois theater fire in Chicago. Schleicher having originally organized the Art Metal Radiator Cover company in 1917, re-organized under the direction of Edward Schleicher as president in 1924, when the new plant was bought and enlarged. The employe personnel varies between 85 and 100 men, for whom every convenience has been arranged, including a lunch room at the plant, a large and beautiful yard with tennis courts, putting green and driving tent, and all modern sanitary arrangements.



Slyker Furniture Beautifies the Room

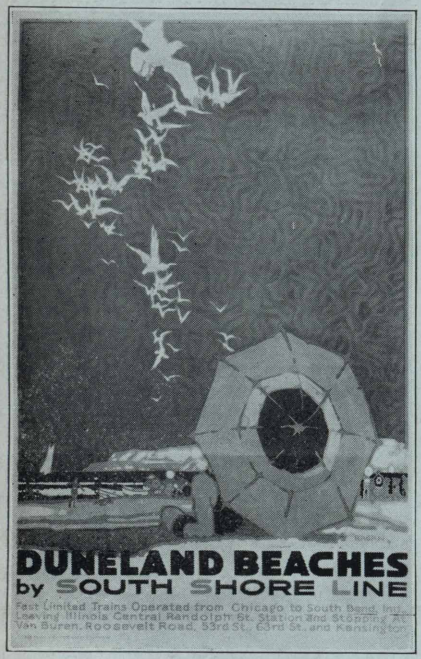
PLAN TO VISIT THE DUNES THIS MONTH

(Continued from Page 1)

Pick out a trail and go hunting for a quiet shady spot up near the top of a mighty dune, there to spread your lunch cloth and make camp. No one will bother you—the peace of the big woods and hills will protect you from the thunder of the crowds. Then after lunch, get into your bathing suits and go down to the beach for a baking under the Duneland sun, or a swim off the incomparable beaches. You need be in no hurry for the return—South Shore Line trains will be stopping at Tremont station every half hour in the evening, bound for the Chicago Loop.

Put it down on your calendar that July is to be the month in which you discover Duneland!

The Current Poster


DUNELAND BEACHES
by SOUTH SHORE LINE
Fast Limited Trains Operated from Chicago to South Bend, Inc.
Leaving Illinois Central Randolph St. Station and Stopping At
Van Buren, Roosevelt Road, 53rd St., 63rd St., and Kensington

The gala beaches of Duneland on the South Shore Line are the feature of the current poster, painted by Leslie Ragan, Chicago artist, and now on display in all South Shore Line and Rapid Transit stations.

Trains leave six convenient I. C. stations in Chicago half hourly Saturday and Sunday mornings during the summer, going direct to the Duneland Gateway.

Y. W. C. A. CAMP IS BUSY OUTING SPOT

Forest Beach Camp, the Chicago Y. W. C. A.'s summer camp for business girls, is growing by leaps and bounds in popularity this season, judging by the large contingents that go out there every weekend on the South Shore Line and Shore Line motor coaches.

Forty-three acres of woods and sand beaches, with swimming, tennis, horseback riding, nature study, and plain old-fashioned loafing by a campfire, provide the ideal vacation for the employed girl.

Drop in at 59 East Monroe and register—the cost is small and the gain immeasurable.

APPRECIATIONS

THE UNIVERSITY OF CHICAGO

Mr. R. E. Jamieson,
District Passenger Agent,
Chicago, Illinois.

My Dear Mr. Jamieson:

May I take this opportunity to express to you my appreciation of the kind and courteous treatment I always receive at the hands of the Chicago South Shore and South Bend Railroad Company. The trip with my group last Saturday was ideal. There wasn't a single hitch either on the train or on the bus. And every employee with whom we came in contact was genuinely anxious to be of service.

Sincerely yours,
(Signed) O. D. Frank.

JULY HIGH SPOTS

Station WENR
288.3 Meters

Tuesday, July 3rd, 8:00 to 9:00 p. m.
"Princess Pat," Herbert
Sung by Edison Quartette

Friday, July 6th, 8:00 to 9:00 p. m.
"Prince of Pilsen," Gilbert & Sullivan
Sung by Great Lakes Quartette

Tuesday, July 10th, 8:00 to 9:00 p. m.
"Chin Chin," Carryll
Sung by Edison Quartette

Friday, July 13th, 8:00 to 9:00 p. m.
"Gypsy Love," Lehar
Sung by Great Lakes Quartette

Tuesday, July 17th, 8:00 to 9:00 p. m.
"You're in Love," Friml
Sung by Edison Quartette

Friday, July 20th, 8:00 to 9:00 p. m.
"Royal Vagabond," Goetz
Sung by Great Lakes Quartette

Tuesday, July 24th, 8:00 to 9:00 p. m.
"Dollar Princess," Fall
Sung by Edison Quartette

Friday, July 27th, 8:00 to 9:00 p. m.
"Ermine," Jacobowski
Sung by Great Lakes Quartette

Tuesday, July 31st, 8:00 to 9:00 p. m.
"Maytime," Romburg
Sung by Edison Quartette

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South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 3 AUGUST, 1928 No. 10

New Era Seen In Tamarack Turnouts

The new South Shore Line high-speed siding at Tamarack, four miles west of Michigan City, now in regular service, marks a real advance in railroad practice, according to Charles H. Jones, general manager.

"South Shore Line is among the pioneers in introducing the No. 20 high-speed spring switch into regular operation," Mr. Jones said, in a statement explaining the installation. "It has always been contended that spring switches were not practical for turning out fast trains.

Signals for Safety

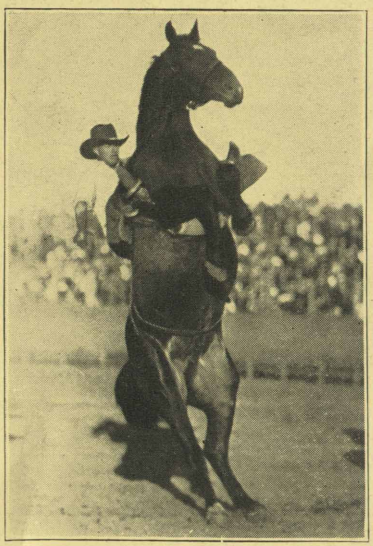
"Working on the theory that the switch-points could be protected by automatic signals, South Shore Line engineers in 1926 installed turnouts of this type on some of the least traveled portions of the line, using, however, a No. 16 switch, which has a sharper bend to it. In the succeeding years of testing, operation has been found practically perfect. The signals are set to show red if there is one-eighth of an inch opening in the switch points. The result is that train operation, both passenger and freight, is speeded up by several hours, in the aggregate, each month.

"When the new Tamarack siding was tested out, experimental trains were run through No. 20's on either end of it at sixty miles and more an hour. It was found that the jar and sway incidental to many throw switches were almost entirely missing. Tests on the signal protection at the points also proved that the slighest separation of the points caused an immediate danger light to show on the target. At present the motormen are limited to forty-five miles an hour through the turnouts.

Interest Awakened

Considerable interest among both electric- and steam-railroad men, according to Mr. Jones, is centering around the South Shore Line's installation of the No. 20 turnouts and their operation. Inspection parties from other lines have been down at Tamarack a

(Continued on page 2)



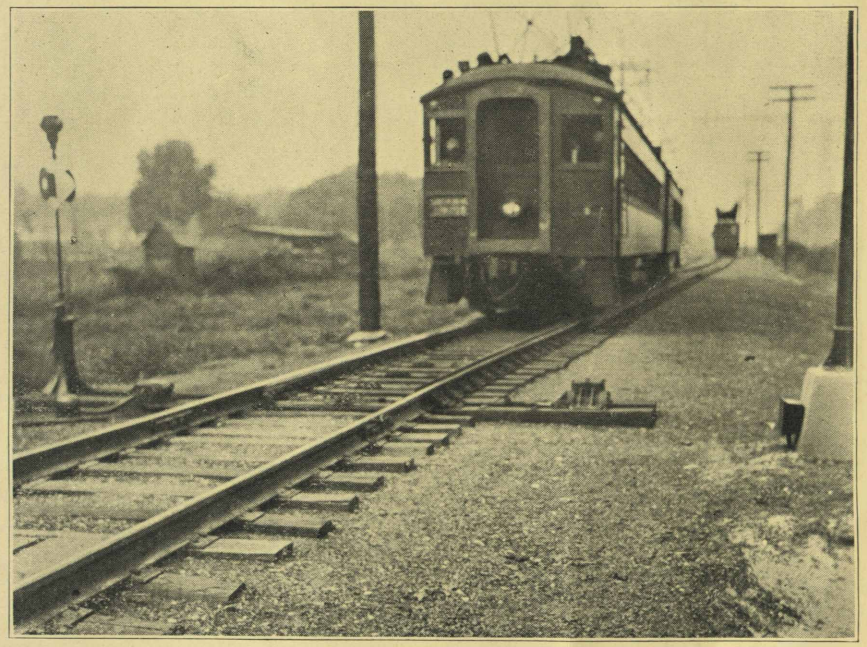
The world Championship Rodeo is on at Soldier Field, Chicago, to last until August 5. The Stadium is convenient to South Shore trains: leave train at Roosevelt Road, Central Station, and walk east over bridge and south to Stadium gates.

NEW WEEKEND RATE IN AT SOUTH BEND

South Shore Line has put into effect a new reduced weekend excursion rate of $4.00 from South Bend to Chicago and return.

Tickets on sale Saturday and Sunday are good on all trains going to Chicago on those days, and returning on any South Shore train leaving Chicago up to midnight Monday. The rate for children five and under twelve years old is $2.00.

New Tamarack Siding



The picture shows an eastbound South Shore Line limited train approaching the No. 20 turnout on the east end of Tamarack siding. The switch appears to be closed against the train, but springs open under the wheel pressure and closes again after the train has passed, ready for the next westbound train to turn into the siding.

NEW ERA SEEN IN TAMARACK TURNOUTS

(Continued from page 1)

number of times the past month, and several engineers have recommended this type of installation to their respective railroads.

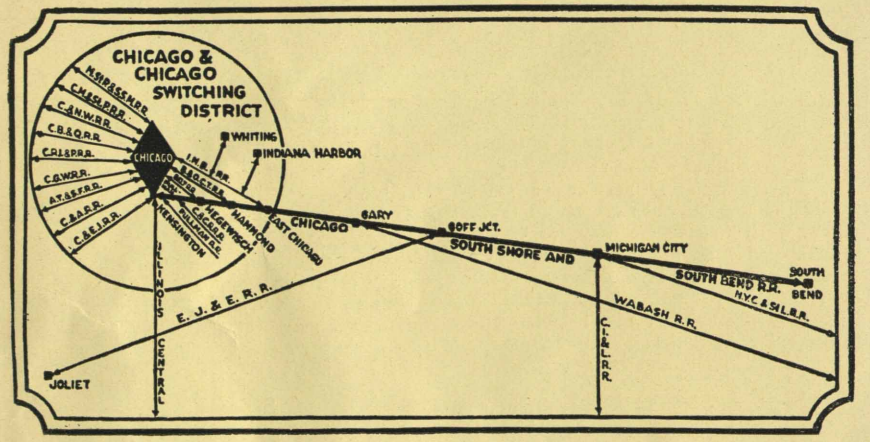
A further measure to speed up operation between Michigan City and Gary is seen in the lengthening of the Virginia street siding at Gary, with the installation of a No. 20 turnout there also. This siding will be used as double tracking in regular passenger and freight service when it is completed in August.

Automatic safety signals between Gary and Shearson interlocking plant just east of East Chicago probably will be in operation before this issue of SOUTH SHORE LINES is off the press. The complete signals program of this railroad includes installation of signals from Stateline to Kensington.

Phone State 0080

Your summer weekends can be made high spots of pleasure for you and your family or friends—pleasure unmarred by long delays on congested highways, parking troubles, and the like. Drop in at the Outing and Recreation Bureau, 72 West Adams St., in the heart of the Loop. Behind the counter there are a number of young men expert in pointing out places of interest, cool retreats, pleasant rides in and around the Chicago Area. Ask them for help. They have maps and guides, hiking trails, pictures, rates and train times—everything you will want to know about your outing.

South Shore Line Freight Connections



A FEW days ago a Chicago shipper had two rush cars for South Bend, Indiana. Consignee had routed these cars via C. S. S. & S. B. R. R. (South Shore Line.) They were to originate on the C. R. I. & P. at South Chicago, Ill., rushed through one of our intermediate belt switching connections. While shipper was quite familiar with our switching connections in the Chicago Switching District, he nevertheless took the precaution of calling the Traffic Department to check up on routing that would make available to consignee the service desired.

In this instance shipper was not aware of the fact that we were in position to render better service via one of our switching connections than another, due to better working arrangements. Therefore, he was only too glad to avail himself of suggested route, and so the cars were delivered at South Bend on schedule.

The above is only a simple illustration of the service which the Traffic Department is prepared to render at all times. This holds good not only with the South Shore Line, but with all railroads. Working arrangements which dovetail nicely with freight schedules on lines making the road haul do make available better delivery schedules to consignees, when traffic is handled via such preferential belt switching connections.

Diagram Tells Story

Glance at the diagram on this page. It is simple in construction, yet it tells a story of service which the South Shore is performing daily. Physical connection is maintained with all of the important belt switching lines in the Chicago Switching District. In addition there is direct physical connection with the Illinois Central R. R. at Chicago (Kensington), Ill., with the Wabash Railway at Gary, Indiana, with the Elgin, Joliet & Eastern R. R. at Gary (Goff Junction), Indiana, and with the N. Y. C. & St. L. (Nickel Plate) R. R. at Michigan City, Indiana.

At Michigan City, joint switching arrangements are in effect via the Nickel Plate, making it possible to effect deliveries on the Michigan Central, The C. I. & L. (Monon), and the Pere Marquette.

Through rates are in effect via South Shore, (C. S. S. & S. B. R.,) Michigan City, Indiana, and Nickel Plate; via South Shore at Gary (Goff Junction), and Elgin, Joliet & Eastern; via C S. S. & S. B. R. R. at Gary, and Wabash Ry.; via C. S. S. & S B. R. R., Chicago, (Kensington), Ill., and Illinois Central.

Through Chicago

Glancing again at the diagram it will be noted that our service through our belt switching connections covers deliveries to all of the great trunk lines serving Chicago to and from

(Continued on page 8)

South Bend Watches are Finely Made

A FEW years ago the advertisement-reading public was started by the picture of a watch buried in a cake of ice and the statement that "South Bend watches will run even in freezing temperatures."

This was not simply an advertising stunt. Today, if you visit the plant of the South Bend Watch company at 1720 Mishawaka avenue, you will see a large refrigerator which is there for the sole purpose of chilling watches in the inspection room. In this refrigerator all watches are subjected to temperatures as low as, or lower than that of the famous cake of ice, before they are put on the market for you to buy. Likewise there is an oven which these premier timepieces have to pass for heat tests. The South Bend watch is designed to be temperature-proof.

A Strange Land

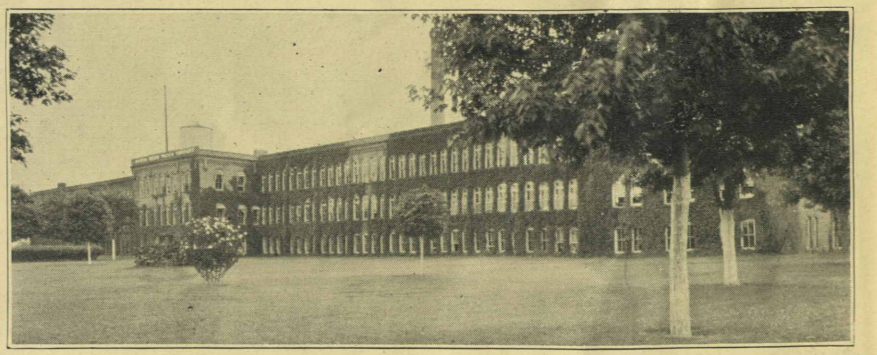
A trip through the factory, which has been making some of the highest-grade watches in America for a matter of 26 years, is like exploring an unknown world. Some one wrote a story once about a scientist who discovered under his microscope a new country peopled by beautiful and gracious beings, all so minute as to be distinguishable only through powerful lenses. It is somewhat that way in the watch factory. You are given a hand lens, once you have passed through the formative departments where the tooling and stamping are done, in order to detect the infinitesimal operations and parts that go into the assembly of a South Bend watch.

You see how the units, sent up to the assembly room in standardized trays, marked for the different models, are brought together under the eyeglasses of the skilled workmen. The nickel brass plates are peppered with tiny holes drilled out by instruments that would make a needle seem huge. The jewels, usually highest grade pigeon-blood ruby imported from Switzerland, are fitted by hand into the tiny pits with the precision of a micrometer. Some of the pinions are so small you can scarcely make out the cogs under a strong glass. The guide inverts a tiny case, and seeming grains of dust drift down on the paper. Only when you put the glass on them can you see they are parts of the mechanism, carefully machined and fairly elaborate in design.

Swiss Parts

The hairsprings, of the finest Breguet type, are marvels of miniature engineering. They, like many other parts of the South Bend watches, are so minute that you must use tiny tweezers to pick them up. Their blue steel whorls are perfectly aligned—it is said that if you were to project a ten-foot picture of them on a curtain you would find no flaw, even in that magnification. Hairsprings too come from Switzerland. In the matter of hairsprings and jewels, the Swiss seem to excel the world.

Then there is the escapement, which might be termed the heart beat of the watch. It is the escapement pallett that you see dodging in and out of the escape wheel, that which makes the tick. Between that and the balance wheel there is the most intimate arrangement. The guide will explain how the main spring power is graduated down through the tiny wheels to the escapement, where it is "threaded out" at exactly the correct speed to make your watch keep time. And although you are unable to detect the fact from the face, due to this action *your watch is actually running only half the time.* That is, it is stopped and let go, stopped and let go, by the pallet's ticking back and forth.



The Watch Plant on Mishawaka Avenue

Where South Bend Watches are Assembled

Like Thermostat

The balance wheel is of laminated contruction, the outside rim an alloy very susceptible to expansion and contraction in heat and cold, while the inside of the rim is of steel. The alloy on the outside of the rim causes the entire rim to bend inward when heated and outward when cooled. This provides a compensating balance, which makes possible an exceptionally close adjustment to heat and cold and is in reality a miniature thermostat!

The mainspring, the "locomotive" of the "train" of wheels leading to the hands of the watch, an imported article, is given two months' continuous test by the factory before it is ready for use. Yet so fine is the quality of steel and workmanship in these springs that very few are found defective.

New Retail Store

Aiding the splendid factory which has helped to make South Bend, eastern terminus of the South Shore Line, a famous manufacturing center, is a large and complete sales organization. The South Bend Watch company sells its products not only through the standard retail trade, but also through its own retail store, which occupies space in the factory building. This store opened only three months ago, and already has made a place for itself among the larger jewelry stores of Northern Indiana. Besides watches, diamonds, glassware, chinaware, silverware, gifts, novelties and furniture specialities are offered in attractive displays here.

TO THE SAND DUNES.

A mystified air
Does hang about you,
Romance you hold
And stories of old.
Why can't you unfold
Those Indian legends?
The pure lake air
That blows about you
Holds a mystic dream.
Small pine trees
Add to the scene,
But, oh, beautiful hills,
Why can't you unfold
Those stories of old?

—Lorna Doone, Gary Post-Tribune

Quick Dining Service

Quick service is one of the necessary virtues of South Shore Line dining service. Because of the short time allowed between stations, our diners are geared up to give every patron an opportunity to enjoy the excellent cuisine and wide variety of choice foods offered on the menus. The picture above shows a South Shore Line diner kitchen, extra large and completely equipped for prompt service. Three persons, the cook and two aids, can move freely about here, preparing and serving up the foods.

Plan to take dinner on the South Shore diner your next trip. Dining car trains are convenient to meal times —and you will be agreeably surprised at the reasonableness of the prices.

August Baseball!

Sox at Home

1, 2, 3,	Boston
4, 5, 6, 7	New York
10, 11, 12	St. Louis

Cubs at Home

14, 15, 16	New York
17, 18, 19	Brooklyn
20, 21, 22	Philadelphia
24, 25, 26	Boston
27, 28, 29	St. Louis

STATION WENR

Great Lakes Broadcasting Company

August High Spots

Friday, August 3rd.....8:00 to 9 P.M.
"The Firefly" by R. Friml.
Sung by the Great Lakes Quartette.

Tuesday, August 7th..8:00 to 9:00 P.M.
"The Red Mill" by V. Herbert.
Sung by the Edison Quartette.

Friday, August 10th..8:00 to 9:00 P.M.
"The Spring Maid" by Reinhardt.
Sung by the Great Lakes Quartette.

Tuesday, August 14th..8:00 to 9:00 P.M.
"Katinka" by R. Friml.
Sung by the Edison Quartette.

Friday, August 17th..8:00 to 9:00 P.M.
"The Merry Widow" by F. Lehar.
Sung by the Edison Quartette.

Saturday, August 18th.....
12:00 Midnight to 3:00 A.M.
"International Broadcast" with famous radio personalities.

Tuesday, August 21st..8:00 to 9:00 P.M.
"The Bohemian Girl" by Balfe.
Sung by Edison Quartette.

Friday, August 24th..8:00 to 9:00 P.M.
"Pinafore" by Gilbert & Sullivan.
Sung by Great Lakes Quartette.

Tuesday, August 28th..8:00 to 9:00 P.M.
"Miss Springtime" by E. Kalman.
Sung by Edison Quartette.

Friday, August 31st....8:00 to 9:00 P.M.
"The Count of Luxembourg" by F. Lehar.

TALKS UP TERRITORY OVER STATION WSBT

Every Tuesday night at 6:15, the South Shore Line goes on the air via Radio Station WSBT, the South Bend Tribune, with something of interest to all WSBT followers. The talks are prepared from an intensive study of the history and features of the territory and are guaranteed to be worth anybody's time at the loudspeaker.

WSBT broadcasts on 399.8 meters, 750 kilocycles. Remember—every Tuesday at 6:15 P. M. standard time.

APPRECIATIONS

South Shore Line, Traffic Dept.,
Chicago, Illinois.

Dear Sirs:

I am writing to express my appreciation of the conduct of Mr. Scanlon, one of the ticket agents of the South Shore Line at Randolph Street station, to whom I applied today for a refund of some $9.00 change which I forgot to collect yesterday, after buying a ticket to Hammond.

Mr. Scanlon, on hearing my request this morning, after obtaining certain facts as to the amount in question, time of purchase, etc. returned the money for which I gave him a receipt. I was very much impressed with Mr. Scanlon's courtesy and consideration in the matter and feel that he deserves to be congratulated.

Very tru'y yours,
(Signed) Schuyler N. Warren, Jr.

Washington High School,
East Chicago, Indiana.

Chicago South Shore and South Bend Railroad,
Michigan City, Indiana.

My dear Sir:

I wish to thank you for the large posters that you have sent us this year. We appreciated it very much. We keep one posted in each art room in the High School, and we think that the children gain by having them there. At least they enjoy them.

Yours very truly,
(Signed) Mary P. Lean,
Director of Art.

THE WALL STREET JOURNAL
208 South La Salle Street
Chicago

Mr. E. Frank Gardiner,
Midland Utilities Company,
Peoples Gas Building,
Chicago, Ill.

Dear Mr. Gardiner:

I wish to make favorable comment on certain employes of the South Shore Line.

I was one of a party which went to the Indiana Dunes on the Fourth. One of the young ladies fainted while waiting for the train at Tremont. The agent there was most helpful and sympathetic, and cleared a way for her through the crowd when a later train arrived.

The conductor on that train (No. 182) also was most helpful. As it was composed of Illinois Central suburban cars, it carried no water, but he showed me where I could get water at Gary and made sure I was back on the train before closing the doors. When we got off at 63rd St. he tipped his hat and wished us good-night.

Not only my wife, but the other young ladies in the party commented on the excellent types of South Shore Line employes with whom we came in contact under such circumstances.

Yours very truly,
R. P. Stewart.

Mr. D. E. Ferner, Sup't Pass'r Trans.,
Chicago South Shore and
South Bend R. R.,
Chicago, Ill.

Dear Mr. Ferner:

Sunday evening near Baileytown our car broke down and we were forced to signal your train at this station.

I just want to put in a word of appreciation for the courteous treatment received from the entire crew on this train.

Your motorman on this train which reached this stop about 7:37 was flagged by umbrellas, bags and what not. He was going at such a speed that he could not stop immediately, but returned for us.

The conductor on this train was most helpful in telling us how we could get to South Chicago where we had our own car parked. Two of the party went directly to Randolph Street as it was their car that broke down, and two of us got off at East Chicago.

They are to be highly commended and in the glorious mood we were in it was like receiving a letter from home with a check, to meet up with this kind of courteous treatment.

Please let them know that this was appreciated. I imagine it was 6:37 your time.

yours truly,
(Signed) A. H. Deibysluie.

NOTRE DAME FOOTBALL

1928 Home Games

September 29—Loyola (from New Orleans) at Notre Dame

October 13—Navy at Soldiers Field—Chicago

October 27—Drake at Notre Dame

November 17—Carnegie Tech at Notre Dame

HOW SOUTH SHORE HANDLES TRAFFIC

(Continued from page 3)

the South, the Southwest, the West and the Northwest. The Traffic Department is ready at all times to answer phone calls, letter inquiries, etc., relative to the most feasible connection to use to reach these lines.

Business Needs Service

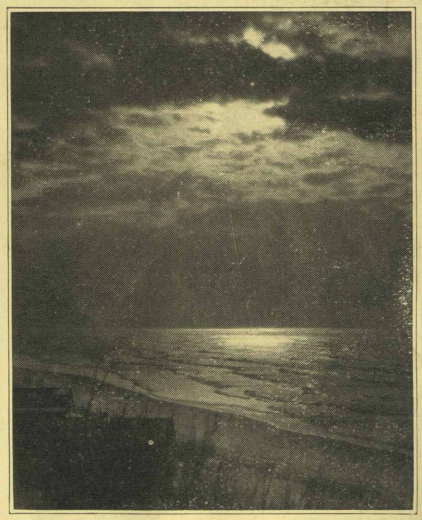
It is a recognized fact that modern business is depending more and more on the service of the railroads. Warehouse stocks are being reduced to the lowest possible quantity to cut down overhead. Thus merchants throughout the country are paying a silent tribute today to that efficient organization, the American railroad, which is meeting their needs in efficient transportation.

The C. S. S. & S. B. R. R. (South Shore) is a modern, electrically operated and equipped service. Its reorganization in 1925 with the expenditure of millions of dollars is only a criterion of future development. Progress on a railroad is sufficient evidence of growth; and the South Shore Line has grown proportionately with the growth of the communities it serves. Since 1925 physical connection and through rates have been established with the Wabash Railway at Gary, Indiana; also with the Belt Railway Company and the Chicago & Western Indiana at Hegewisch, Ill., which is within the Chicago Switching District.

South Shore Keeps Pace

Today, competition for business among the railroads is very keen. It is the main incentive which has resulted in the building up of faster freight schedules, more efficient operation and the like. The diagram above will convince you that the South Shore line has recognized this fact and is in position today to render you this service.

Moonlight in Duneland



Only those who have sat on a dune side overlooking Lake Michigan and watched the moon rise, or played along the perfect beaches under a summer twilight know the final word in beauty and restfulness in this Chicagoland.

South Shore Line hourly train service, half-hourly weekend mornings during the summer, brings you direct from downtown Chicago to Tremont, the Dunes gateway. Trains leave Randolph St. I. C. station, stopping at Van Buren, Roosevelt Road, 53rd, 63rd, and Kensington.

Swim On These Beaches

SILVER BEACH—St. Joseph-Benton Harbor, Michigan. South Shore Line and Shore Line Motor Coach.

GRAND BEACH, MICHIGAN—South Shore Line and Shore Line Motor Coach.

LONG BEACH-SHERIDAN BEACH—Michigan City, Ind. South Shore Line.

DUNES BEACH—Tremont, Indiana. Dunes State Park. South Shore Line.

MUNICIPAL BEACH—Gary, Ind. Lake Front Park, South Shore Line and Gary Railways.

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 3 SEPTEMBER, 1928 No. 11

Two Ways Down the South Shore

Line train is 65 minutes out of the Chicago Loop. Motorists on the Dunes Highway, take at least twice as long to come cago, during the weekend highway congestion.

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Michigan City Grows, Says Postmaster

The growth of Michigan City, Ind., central point and general headquarters of the South Shore Line, during the past eight or ten years presages a city of more than 40,000 population in 1935!

Estimates provided by the Chamber of Commerce and facts brought out in an interview with Dr. M. A. Schutt, Michigan City Postmaster, point toward an uninterrupted development of "The City on Lake Michigan" continuing for years on the same basis on which the figures of the past have been obtained.

Figures Tell

For example, according to Dr. Schutt, postal receipts in 1917 were $42,206; in 1928 they are estimated at $104,586, a gain of 148 per cent. In 1920, there were 19,457 people in Michigan City; this summer, Dr. Schutt says, mail carriers are serving 26,000 patrons in the city proper, 2,750 rural patrons, and approximately 6,000 on the beaches, all of whom receive their mail through the Michigan City Postoffice.

Postal business has grown from that of a quiet little town, in 1918, to that of a thriving city nowdays. Each Michigan City mail carrier averages 100 to 125 pounds of mail a day; around 700 parcels are delivered daily by the two parcel post trucks in operation. There are two special delivery messengers on the go all day long. It is estimated by Dr. Schutt that the total money handled annually nowdays is $690,000.

Building Enlarged

Recently, owing to the immense growth of the mail in late years, the quarters in the Postoffice building at Fifth and Pine streets have been enlarged by an addition to the building, providing better accommodations for the 54 employes and 275 sacks and pouches of mail and parcels that are moving through it daily.

Probably the largest factors in this progress are the swelling population of the beaches, and the marked increase in the number of industries here.

"Where there were a few hundred people living on the beach during the summer ten years ago," Dr. Schutt said, "we now have close to 6,000 to serve. Even in the winter, when summer resorts are supposed to be vacated, there are more than 1,000 residents of the beaches getting their daily mail. This points to the day when a large percentage of the beach home owners will choose to make it their year-'round home.

UTILITIES LEAD IN INVESTMENT FIELD

"The public utility industry is unsurpassed as a field for investment—not for speculation, but for investment," declared Samuel Insull in a radio address Thursday night, July 19, over station WEBH, Chicago.

In selecting an investment, he said, there are four main questions to be asked:

"1. Does the company whose security you are considering operate in a productive territory with reasonable prospects for growth?

"2. Is the company's property adequate, in extent and physical condition, for the demand upon it?

"3. Is the management of the company alert, enterprising, competent, honest?

"4. Are the industrial and public relations of the company satisfactory—does it get along harmoniously with its employes, and with the public? For if these relations are good, the company is not likely to be politically harassed.

"When these four questions and those naturally collateral to them can be answered in the affirmative, the securities of the public utility industry are rightly held to be preferred investments.

Individual Enterprise Encouraged

"In soundness and strength, they are second only to federal, state and local government bonds, and they yield generally a considerably better return.

"Young as it is, this public utility industry, as represented by its four main branches, has come to be the very largest industry in the country after agriculture and steam railroads. The development of it in America has been a marvel of the age.

"American initiative energy and business enterprise have made this development. It exists largely because American policy up to this time, has encouraged individual enterprise, with a minimum of governmental interference and competition.

"Practically everybody in the country makes use of one or more of these public utility services. And use of them grows by leaps and bounds.

Autumn Trails in Duneland

Take a South Shore Line train to Tremont station, and follow one of these glorious trails. Autumn colors will be coming on during September; Indiana Dunes State Park will be at its loveliest. See it afoot.

Lead the World

"The manufactured gas companies have fifteen million regular customers, who use annually nearly five hundred billion cubic feet of gas, an increase of about 200 per cent in ten years.

"Electric light and power companies have about twenty-two million customers, and they use more electricity than all the rest of the world combined. The country's electrical output in 1927 was nearly three and one-half times the total of ten years ago.

"The electric railways carry annually sixteen billions of car riders. That is equivalent to moving the entire population of the country from one point to some other point 113 times a year.

Wide Public Ownership

"The capital investment required for these services in the United States—the cold cash put into land and buildings and machinery and lines and other physical property and equipment—now amounts to upwards of twenty-two billions of dollars. This property is owned, of course, by the investors in public utility securities. Obviously, therefore, it is ridiculous to speak of public utilities being 'owned' or even controlled by a few 'magnates.' No conceivable group of 'magnates' could provide twenty-two billions of dollars.

"The so-called 'magnates' are only the managers and operators of the public utilities. And they hold their jobs only so long as they are able to produce two results, namely: (1) satisfactory service to the public, and (2) satisfactory returns to the investor-owner.

Five Million Owners

"There are upwards of five millions of these investor-owners, and they come from all walks of life. Some billions of dollars' worth of utility securities are also held by banks and insurance companies. Hence, practically every one of us who has a bank account or an insurance policy is financially interested in this industry.

"No other industry has so many investor-owners; no other has closer contact with so many customers. The public utility industry is thus tied into both the big and the little details of everyday life.

(Continued from Page 3)

"Excepting only food, clothing and shelter, the services supplied by the public utility industry are first amongst fundamental essentials. It is no exaggeration to say that the public utility industry as we have it in this country, is a very important factor in our present-day prosperity.

Regulation Stabilizes Business

"The significance of all this, in relation to investments, is that it makes for stability. A fundamentally essential industry so tied in with the details of everyday life is not subject to the ups and downs of other forms of business and industry. A further stabilizing influence is the personal interest of so many millions of owner-investors and customers.

"This stability is enhanced by state regulation in 46 of the 48 states. It is a function of regulation to enable the public utility to earn always a reasonable return for the investor.

"Public utility investments have been, generally speaking, among the safest and most profitable of this era. As the industry expands, new opportunities for profitable investment in it will be provided."

15,000 INTRODUCED TO SOUTH SHORE

Nearly 15,000 Chicago people have come down over the South Shore Line this summer in company, club or private outing parties, it is estimated by South Shore Line traffic officials.

The majority of these picnics have been staged at Hudson Lake, 19 miles east of Michigan City, where there are ideal picnic conditions on such a scale as to accommodate virtually the largest of delegations. A great many of these big events have been staged at beautiful Washington Park, Michigan City, likewise an ideal outing place. Others visited Dunes Park, and Gary Lake Front.

Of this large number of visitors into South Shore territory, probably one-third had never been down this way before, through the Calumet Industrial District, past the Indiana Dunes, and into the farm country of Northern Indiana.

INTERLINE TIME CHANGE COMING

A change of schedule on the Monon Route which affects the new interline ticketing arrangement between that road and the South Shore will be announced shortly by folders at all South Shore stations east of Chicago.

Under the interline arrangement, tickets are sold by South Shore agents through to any point on the Monon system, via Hammond, the transfer point. Passengers and baggage are transferred free.

FOOTBALL FOLLOWS SOUTH SHORE LINE

Football is less than a month away. Again this year, with Rockne's famous Fighting Irish of Notre Dame University at one end of the line, South Bend, and the great Chicago gridirons at the other, the South Shore Line will be ready to serve the vast crowds that follow the game.

The big game of the season, perhaps, will be that between the Rockmen and the Navy, at Soldiers Field on October 13. Literally thousands of fans from the Notre Dame city are expected to come in on that Saturday to help make up the 100,000 or more who will see the contest.

South Bend Games

Before this month is up, Loyola University (New Orleans) will meet the Irish at Notre Dame, September 29, in the first home game of the year. On October 27, Drake University will send its warriors on the field at the South Bend school to give Rockne's men their second home battle. The third and last home game for Notre Dame will be with Carnegie Tech, arch rivals of the boys from South Bend and always a hard aggregation to beat.

The schedule of games to be played in the Soldiers Field stadium this fall has been announced:

October	**20**	**Lane vs. Schurz (high school)**
	27	**Waller vs. Lane (high school)**
November	**10**	**Senn vs. Lane (high school)**
	17	**Loyola University vs. Quantico Marines**
	23	**Lake Forest vs. Dartmouth Freshmen**
	24	**Board of Education High School Championships**
December	**1**	**Loyola University vs. DePaul University**

South Shore Line service will be adequate for the crowds at all principal games in Chicago and South Bend the coming season. For games at Soldiers Field, South Shore trains are most convenient. Leave the train at Roosevelt Road (Central Station), walk east over the bridge and south to the Stadium gates.

APPRECIATIONS

CHICAGO ELEVATED ADVERTISING COMPANY
Chicago, Illinois

Mr. C. H. Jones,
General Manager,
Michigan City, Indiana.

My dear Mr. Jones:

I believe you will be interested in receiving a word of commendation relative to one of your conductors, knowing that there are few people who are willing to praise, whereas a great many complain very easily.

The other evening I was hurrying to catch train No. 19 at the 63rd Street Depot with my aunt and cousins. After a hot day in the City I was anxious to get to my home at Long Beach, Michigan, and would have missed the train if it weren't for the fact that conductor Derrico saw us coming down the platform and held the train. In our hurry we forgot a large package of flowers I purchased for Mrs. Garrity and he very kindly called the train dispatcher at Randolph Street from Kensington and asked him to be kind enough to telephone 63rd and have them place the flowers on the next train. The flowers came thru in fine shape and received them from the porter at Michigan City after dinner, very much to the surprise of my entire family.

However, I felt satisfied they were going to come thru all right. Therefore, I am pleased to express to you my appreciation for the courtesy extended to me by one of your men.

Very truly yours,

(Signed) E. P. Garrity.
Chicago, Illinois.

For Luxury and Quiet, Ride the Parlor Car

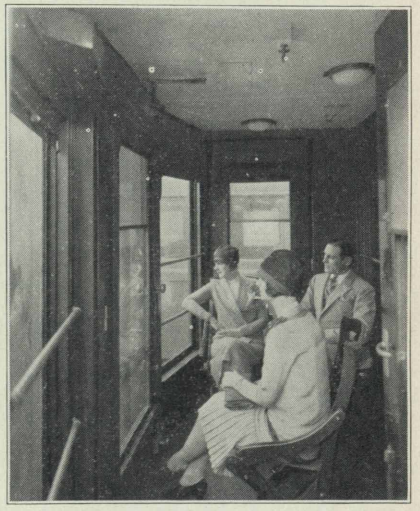
Four trains a day, leaving both Randolph St., Chicago, and South Bend at 10 A. M. and 3 P. M., carry parlor-observation cars for your convenience.

South Shore Line parlor cars are in every way modern and comfortable. Equipped with a "limousine" observation, two main lounges, smoking room and ladies' lounge, they provide every facility for a quiet, exclusive ride along the scenic and interesting right-of-way of the road.

A writing desk furnished with stationery offers that convenience if you wish it. Newspapers and magazines are always at your request. Light lunches and cooling drinks may be had simply by summoning the porter.

For Sightseeing

One of the most satisfactory advantages of South Shore Line parlor car travel is the use of the glass-inclosed observation platform to the rear. The dust of the roadbed is effectively barred out from these spacious platforms; the noise incidental to the old fashioned open-air platform is gone. Deep windows and comfortable chairs give you perfect ease with which to take in the changing landscape, away from Chicago and into the famous Calumet District, through the heart of Duneland, and across rural Northern Indiana.



Observation Platform

In the fall, particularly, the trees and shrubs add their colors to the charm of the trip.

The cost for this extra pleasure is small and the gain in satisfaction and comfort large, Try it your next trip.

Grasselli Chemicals Save Plant Life

As your South Shore Line train leaves or nears East Chicago to the east, in the vicinity of the Dutch Cleanser plant, you may see what appears to be a small city about a mile south of the tracks.

The fact is that this city is all one institution, the Grasselli Chemical Company's East Chicago plant. It lies along the southern portion of an immense tract of 400 acres, 250 of which are covered by the buildings and structures. And this is only one branch of the national concern.

According to a statement prepared in the headquarters of the company at Cleveland, the history of this leader in the chemical industry of the United States is this:

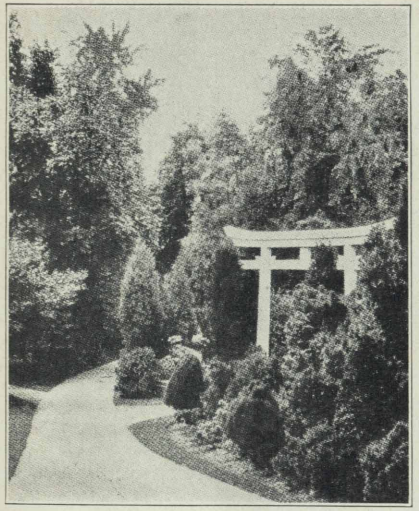
The Grasselli Chemical Company was founded by Eugene Grasselli at Cincinnati, Ohio, in 1839, the first ever built west of the Alleghenies for the purpose of manufacturing sulphuric acid.

Move to Cleveland

Twenty-eight years later, increased business, accompanying the rapid development of the Middle West, brought about the necessity for a change. Because of the marked growth of the oil industry with its attendant experimenting and treating, Grasselli found his center of interest moving to the north, and transplanted his factory and force to Cleveland. Other factors governing this change were the great progress evidenced by that city, and its accessibility to Lake Erie. With the change of location came a change of name, to that of E. Grasselli and Son.

In 1885 the firm was incorporated under the name it bears today, The Grasselli Chemical Company. In the succeeding years it has grown tremendously, and now has, in addition to the East Chicago layout, plants at Grasselli, N. J.; Cleveland, Ohio; Canton, Ohio; Niles, Ohio; Lockland, Ohio; Toledo, Ohio; Terre Haute, Ind.; Fortville, Ind.; New Castle, Pa.; Beaver Falls, Pa.; Quaker Falls, Pa.; Wyside, Pa.; Walford, Pa.; Meadowbrook, W. Va.; Weirton, W. Va.; Birmingham, Ala.; Gadsden, Ala.; Dothan, Ala.; Wurtland, Ky.; Seneca, Ill.; and Hamilton, Ont., Canada.

Airplane View of the Grasselli Plant



A Grasselli Garden

In addition to this great spread of facilities, the company has warehouses in every important city east of the Mississippi River, and 16 sales offices not including the main office at Cleveland and two in New York City. They are in Albany, N. Y.; Birmingham, Ala.; Boston, Mass.; Brooklyn, N. Y.; Charlotte, N. C.; Chicago, Ill.; Cincinnati, Ohio.; Detroit, Mich.; Milwaukee, Wis.; New Haven, Conn.; New Orleans, La.; Paterson, N. J.; Philadelphia, Pa.; St. Louis, Mo.; and St. Paul, Minn.

The East Chicago plant, which is now one of the largest of the company, was established in 1892, under conditions similar to those which brought about the moving of the headquarters from Cincinnati to Cleveland. The building up of the Calumet Region as the second greatest industrial district in the United States, the location of great oil refineries here, and the convenience to the great Chicago market, all were responsible for the establishment of this plant in East Chicago.

Listed in its catalogs are the products put out by the Grasselli Chemical Company, a complete line of heavy chemicals, explosives, zinc, fertilizers, and insecticides.

To the average layman, the subject of insecticides and plant foods probably is of the most interest, consequent to the growing national interest in agriculture and gardening.

Grasselli is carrying on a determined war against the insect enemies and fungi pests which array themselves against our crops, our flowers and shrubs every year. Roughly classed, the insect pests are chewers, sap-suckers, and borers. The first, according to a booklet prepared by Grasselli, are controlled by stomach poisons; the second, by contact or repellant sprays; the third by insecticides or cultural methods. Typical of the first class are the caterpillars, beetles and slugs that attack shrubs, flowers and vegetables. Grasselli has an arsenate of lead which successfully disposes of them. The second class, again divided into the scale type and those without scale, are attacked, in the former case, by lime-sulphur and oil emulsion, and in the latter case, by sulphate of nicotine. The third class are more difficult to control, since they penetrate the stalk, as a rule. Grasselli advises cutting out the affected parts and burning them, and cultivating the ground around such plants in the spring and fall in order to destroy the hibernating forms of the insects.

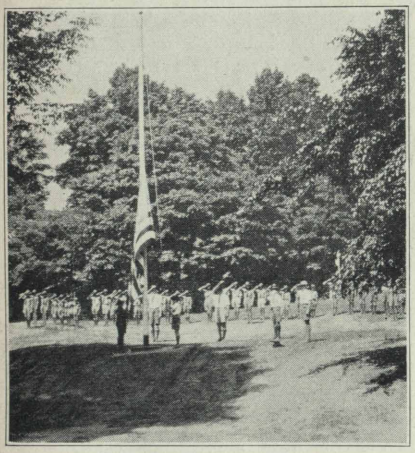
The fungi, or parasitic plant forms, that destroy desirable plant life are divided generally into those that attack the root and stem, and those that attack the foilage. Where the roots are attacked, the only remedy is soil sterilization, and the moving of the particular types of plants affected from one spot to another each year. Those that attack foliage, such as flowers and vegetables, may be exterminated by the use of an activated (colloidal) sulphur which Grasselli puts out. The first application to suspected plants should be made about two weeks after the plant is out of the ground, with subsequent applications at intervals of two or three weeks during the growing season.

Attacking Oat Smut

Oat smut, a prevalent disease which has been estimated to cost the oat-growing farmers of this country sixteen million dollars a year, is now the target of Grasselli's chemists. Not satisfied with the former process of treating the seed, because it so often destroys the seed as well as the smut, the Research and New Products Department of the Grasselli Chemical Company has worked out a dust treatment which controls both loose and covered smut and is safe to use, easy to apply, and comparatively inexpensive. This dust is now being offered under the trade name of "Smuttox."

Plant food also is one of the leading Grasselli lines. Under the old designation this would be known as fertilizer, but the product which Grasselli puts out is odorless, and contains all the elements essential to plant growth, scientifically balanced.

In Scout Land



This picture shows a flag-raising at Pottawatomie Scout Camp, served by South Shore Line trains at Birchim station, 16 miles east of Michigan City. Other Scout camps along the South Shore Line include one at Tremont, Indiana Dunes State Park, one at Miller, one at Riley Park, East Chicago, and one north of South Bend.

Gary by the Dunes

O, Muse, is virile youth
And virgin earth your theme?
Behold the wonder city
Where silver mountains gleam!

Here was a crude new village—
But now a giant grown—
And humble cot has given place
To monument of stone!

For commerce, too, has art,
And magic to command—
And here for her high vision
The glory of Duneland!

For winding hills of snow
Beside the sea's deep blue
But marks the soul of nature
In beauty shining through!

—Mary C. Brennan.
From Gary Post Tribune.

FALL BRINGS MORE WAY IMPROVEMENTS

Advancing in improvements to keep step with its rapid growth in patronage, the South Shore Line will undertake a number of important construction jobs this fall, planning to complete all work before the onset of cold weather.

An innovation in city street rail laying will be introduced in Michigan City and South Bend. In Michigan City, 130-pound rail in 66 foot lengths, to decrease the number of joints, will go down from Sheridan to Michigan streets, and every joint will be welded smooth, to prevent pounding. In South Bend likewise, where 100 pound rail will be used between College street and Cummins siding, the joints are to be permanently closed by welding. This process, developed by South Shore Line engineers, is believed to be the first ever attempted under like circumstances by an electric railway.

Eliminates Joints

Where the rail ends come together a transverse V will be cut into the top of the joint and molten steel fused into it. On hardening, a grinder will be run over the rail surface, completely smoothing it off. Trains will roll over it without the clicking and pounding incidental to the ordinary impact of wheel on joint.

A second large construction job will be the new freight interchange with the Monon road west of Michigan City, connecting the present South Shore Line sand pit track to that of the Monon at a point just northwest of where the Michigan Central crosses Michigan street.

Monon Interchange

There will be three interchange tracks of 50 cars capacity, 6,000 feet of new track in all. Twenty men, 30 dump cars, two steam shovels and two locomotives will work on this project. Excess sand removed in the grading will be spread along the side of the new tracks for possible future use in double tracking.

A long standing danger point in train operation in Michigan City, at the curve on Cedar street three blocks east of the station, will be permanently corrected with the dedication of property recently acquired by the South Shore Line as a widened street. The total increase in the width of the street at the curve will become 34 feet. The South Shore track will be moved south 22 feet to straighten the present curve, leaving 22 feet of free street south of the new layout for motorists to clear trains.

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South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 3 OCTOBER, 1928 No. 12

"Faster and Better," Keynote Of New South Shore Schedules

HOLDING to its policy of advancing step for step with growth in business, the South Shore Line announces a new faster train service between Chicago and all stations on its line, effective September 30, with the start of the winter schedule.

Steadily increasing passenger returns, due to the public's appreciation of the greater convenience of South Shore Line service through the congested-highway region south and east of Chicago, have made it desirable to advance to a still faster running time.

2 Hours and 5 Minutes

Ten minutes will be cut off between South Bend and Chicago, in both directions. Limited trains will now make this 90-mile run in two hours and twenty minutes. As a special convenience to South Bend and Michigan City patrons, there will be an extra fast dining car train leaving South Bend at 7 A. M., making the trip to downtown Chicago in *two hours and five minutes*, the fastest time ever offered South Shore Line patrons. A 5:15 P. M. dining car limited out of Randolph St. I. C. Suburban station, Chicago, will cover the distance to South Bend in the same fast time. These two trains stop only at Michigan City, Gary, and 63rd St., outside the Loop stations. As heretofore, local trains will cover the intervening stations and make connections at Gary for the through service.

All Stations Affected

Limited train times will be shortened at every station along the line. So complete are the changes in every instance that the patron is urged to obtain a time folder from the ticket agent, in order to fix in mind the new leaving times. South Bend departures will be unchanged, the famous "every hour on the hour" rule still holding good. At Michigan City, the general leaving time for westbound trains, with exceptions, will be 12 minutes before the hour, instead of nine minutes as heretofore. At Gary the leaving times for westbound trains will be advanced as much as 9 minutes. Advances at East Chicago and Hammond will correspond. Similar variations will be found in eastbound service at stations along the line. With the exception of the 5:15 P. M. and 11:15 P. M. trains out of Randolph St., the "every

(Continued on Page 7)

SOUTH BEND DOUBLES MAIL EVERY DECADE

The growth of South Bend, Indiana, eastern terminal of the South Shore Line, during the past twenty years is clearly indicated in the figures given out in a recent interview with John Hunter, Postmaster. Many a community might envy the consistent development of this queen city of the St. Joe Valley.

Postal receipts in the gross have more than doubled themselves in each of the past two decades. In 1909 the South Bend Postoffice took in $198,887. For the fiscal year 1919, the figures had gone up to $385,000. In the year which ended on the past June 30, total receipts showed as $971,057.26, considerably more than twice that of the 1919 total. South Bend appears to be forging ahead at a 100 per cent rate, according to Mr. Hunter's figures.

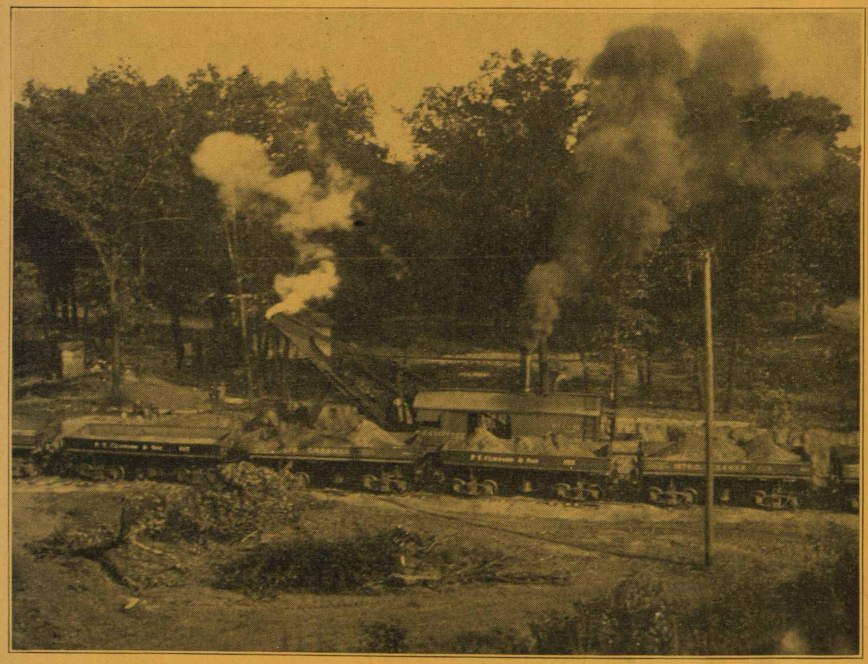
71 Carriers Now

When the South Bend Postoffice was established, back in 1829, as "Southold", Allen County, the nearest postoffice was at Fort Wayne. Fifty-three years later, when city delivery was begun, there were six carriers. Now there are seventy-one, and they deliver mail to 105,216 persons.

One of the outstanding features of Mr Hunter's recital was the money order pay ments made at the South Bend Postoffice, always a good index of the business influence of the city over the nation. For the calendar year 1927, this postoffice paid $6,711,981.41, an amount so unusually large as to require a steady draft on the Department's cash reserve at Washington. And partly because of the fact that more than a million dollars worth of money orders were sold there last year, the South Bend Postoffice showed a profit to the Government, exclusive of the pro

(Continued on Page 7)

Work Starts on Monon Interchange



The big shovels, dump cars and locomotives of the construction company doing the work on the new freight interchange with the Monon Route at Michigan City, manned by more than 50 men, are here shown busy cutting the new grade through from Power siding on the South Shore Line to meet the Monon just west of the harbor inlet.

Three interchange tracks are going in here, of 50 cars capacity, 6,000 feet over all. The sand removed from the huge diggings will be spread along the side of the new tracks and out on the main line toward Tamarack, in preparation for future trackage.

The completion of this interchange will put the South Shore Line into direct connection with three trunk line railroads to the east. Interchanges have for some time been in operation with the Wabash Railroad at Gary, and the Nickel Plate in Michigan City. Other connections are with the E. J. & E. R. R. at Gary, the Indiana Harbor

Belt at East Chicago, the B. & O. C. T. at Hammond, the Belt Railroad of Chicago at Hegewisch, the Illinois Central, and Pullman Railroads at Kensington.

At East Chicago Exposition

This is the booth occupied by the South Shore Line and Shore Line Motor Coach companies at the Greater East Chicago-Indiana Harbor Exposition the week of September 17-22 at East Chicago. More than 35,000 visitors were counted in, and a large part of these were given literature at the South Shore Line booth on train service, football programs, Indiana Dunes State Park and other factors of interest about this high-speed electrified service between downtown Chicago and downtown South Bend.

College Football
via South Shore Line

Oct.	6	Wy. & Lake Forest at Chicago
		Illinois "B" at De Paul
		Butler at Northwestern
Oct.	13	Iowa at Chicago
		Notre Dame-Navy at Soldiers Field
Oct.	20	Des Moines at De Paul
		Lombard at Loyola
		Kentucky at Northwestern
Oct.	27	Purdue at Chicago
		Drake at Notre Dame
Nov.	3	Penn. at Chicago
		Minn. at Northwestern
Nov.	10	Niagara at De Paul
		Purdue at Northwestern
Nov.	17	Illinois at Chicago
		Marines-Loyola at Soldiers Field
		Carnegie Tech at Notre Dame
Nov.	24	Dartmouth at Northwestern
Dec.	1	De Paul-Loyola at Soldiers Field

(Ask the South Shore agent how to reach these playing fields.)

Under the new parking laws, the automobilist practically walks to work.

Linde Makes Oxygen of Liquid Air

TWENTY-FIVE years ago the manufacture of gases, aside from coal gas, for commercial uses was a romance. Chemists used to make them in their laboratories to perform experiments with, and there were sporadic cases of small commercial houses furnishing oxygen for the rapidly developing oxy-acetylene weld.

But now, close to the South Shore Line at Calumet, the east end of East Chicago, the Linde Air Products Company maintains a large plant given over almost completely to the commercial production of oxygen. Located in the very heart of the Calumet Industrial District, second largest in the world, it has a ready market on all sides for its intangible but essential product.

Built in 1910

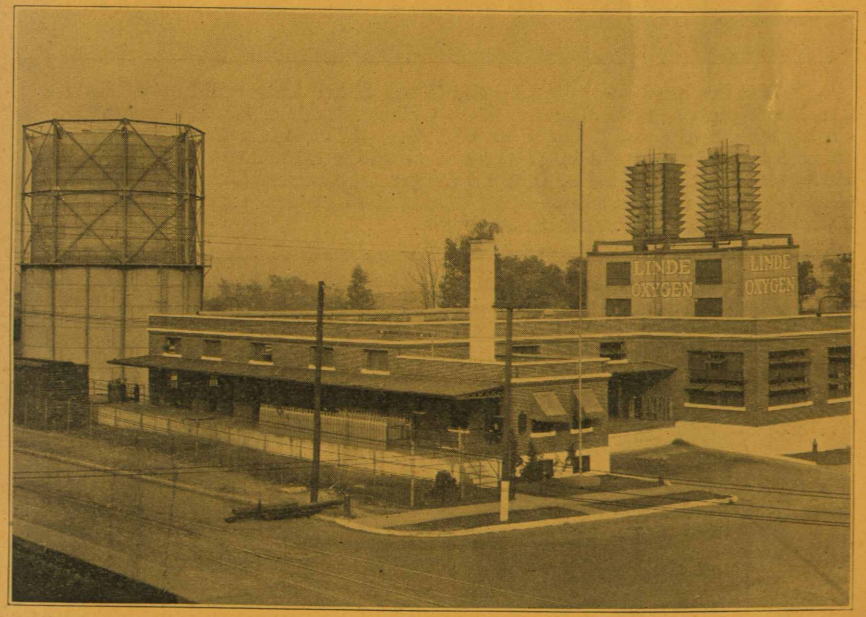
The Linde Air Products Company is a unit of the Union Carbide and Carbon Corporation, and one of a chain which has now grown to 53 such plants throughout the country. This plant was built in 1910, and was the second plant in this great chain to be established. Linde oxygen has been available locally to users in the East Chicago district continuously for 18 years.

Liquid Air

Oxygen is produced in Linde plants by the liquid air process. Other products of the Company, all of which are extracted from the atmosphere, are nitrogen, neon, argon, and helium, produced for scientific purposes. Linde oxygen, the most important product, is used in tremendous volume for welding metals, brazing and lead burning, and for cutting iron and steel. It is also used to a certain extent in the medical profession and other special applications.

Hottest Flame

The wide industrial use of oxygen depends upon the fact that acetylene, burned with the proper proportion of oxygen, produces the hottest flame temperature known. Controlled by a blowpipe of special design, the oxy-acetylene flame is applied against the edges of two pieces of metal. It causes them to melt and fuse, and unite when cold with the strongest bond that can be made. Properly made gas-welded joints may exceed the metal itself in tensile strength.



Linde Plant at East Chicago

In cutting, although the same gases are used, the action is reversed. A suitably designed blowpipe is used to preheat the metal to a high temperature when a jet of oxygen severs it actually by burning the metal in a narrow kerf.

The oxy-acetylene process of welding and cutting has become an important factor in the manufacture of metal products of all kinds including automobiles, railway cars, range boilers, storage tanks, barrels, metal furniture and kitchen utensils. The oxwelded pipe joint is largely used in oil, gas and steam piping work. In iron and steel foundries the process is of great economic importance in reclaiming defective castings and in removing gates and risers. The oxy-acetylene process is also used throughout the manufacturing industries for the repair and maintenance of equipment. Broken machinery is reclaimed and worn parts are built up and put back into service at an enormous saving in time and money and shutdowns are avoided.

For Dismantling

Obsolete structures and heavy machinery are most easily dismantled by use of the cutting blowpipe. It has proved a safe and economical means of cleaning tangled steel work after a conflagration or accident, and of scrapping battleships, guns and armor.

The Linde Engineering Staff and the Union Carbide and Carbon Research Laboratories, Inc. and a large field force of service engineers co-operate in promoting the economical utilization of the oxy-acetylene process, increasing its scope and assisting its users in solving their technical problems.

First with Liquid Air

The Linde Air Products Company was the first American Company to manufacture oxygen by the liquefaction process. Largely as a result of its pioneering efforts the growth of the oxy-acetylene industry has been extremely rapid. It first made available abundant supplies of oxygen of uniform high purity in all industrial centers at reasonable prices. The fact that the East Chicago Linde plant was the second of the great chain is a clear indication that this industrial district was among the first to adopt welding as an accepted engineering practice.

Pioneers in Welding

As a matter of interest it might be stated that some of the outstanding pioneers in the use of welding were located in the East Chicago district. The Linde Air Products Company developed the first adequate system of prompt delivery by automobile truck. The large capacity, heat-treated steel cylinder, which has become standard with manufacturers of compressed gases, is also a Linde development. Oxygen is now transported and delivered to customers in such cylinders compressed to 2000 lb. per sq. inch.

Producing plants are located at 53 strategic points in the United States supplying the local demand and feeding 103 warehouses stocks in other industrial centers. These plants and warehouses handle hundreds of thousands of oxygen cylinders, constituting a nation-wide manufacturing and distribution system.

WENR—288.3 Meters
Great Lakes Broadcasting Co.

Daily Schedule of Broadcast for Monday to Saturday Inclusive

WENR—10:00 A.M.—The Sunshine Hour—Electrical Reproduction
WENR—11:30 A.M. The Home Service Feature—Anna J. Peterson
WENR—12:00 Noon Noon Hour Concert—Vocal and Instrumental
WENR— 1:00 P.M.—Early Afternoon Concert—Vocal and Organ
WENR— 2:00 P.M. Afternoon Popular Program—Orch. Organ, Vocal, and Features
WENR— 5:00 P.M. Late Afternoon Classical—Vocal and Organ
WENR— 6:00 P.M. Dinner Concert—Organ and Tip Top Inn Orchestra
WENR— 7:00 P.M. Children's Feature
WENR— 7:30 P.M. Evening Hour of Better Music—Instrumental and Vocal

(Tuesday and Friday Opera Productions)

WENR— 9:00 P.M. Evening Popular Program — Orch., Organ, Vocal Comedy Features

Saturday Only

WENR—12:00 Midnight to 3:00 A.M. International Test Broadcast, Orchestra, Organ, Vocal and Special Features

Sunday Schedule

WENR—11:00 A.M. Central Church Service—Dr. Shannon
WENR— 4.00 P.M. Chicago Church Service—All Denominations
WENR— 5:00 P.M. Lain & Son Chapel Service
WENR— 6:00 P.M. Dinner Concert —Organ and Tip Top Inn Orchestra
WENR— 8:00 P.M. Edison Symphony Orchestra Concert

Enjoy This De Luxe Service

The exclusiveness of South Shore Line parlor cars, which leave the Chicago and South Bend terminals daily on the 10 A. M. and 3 P. M. trains, is enhanced by the pleasant private lounges in addition to the two large main lounges and observation platform.

This picture shows the ladies' lounge, a spacious chamber beautifully furnished to suit the taste of the most fastidious woman patron. Deep chairs, a long reclining divan, ample light and a secluded quiet are there. The touch of a button brings the porter with whatever service is required. Reading material may be had, or writing paper; a refreshing menu of light lunches and drinks; privacy to discuss affairs with a friend.

Considering the relative inexpensiveness of a parlor car ticket, fifty cents between any two points on the road, the advantages are great. You will enjoy this de luxe feature of South Shore Line service.

LARGEST BUILDING TO ADJOIN SOUTH SHORE

The South Shore Line is to have at its Chicago terminal, adjoining the Randolph St. I. C. Suburban station, the largest building in the world, according to plans recently announced.

This building, to be called the Chicago Tower, will be built over the Illinois Central freight tracks on Wacker Drive east of Michigan Avenue. It will be 75 stories or 880 feet high, 88 feet higher than the Woolworth Building in New York. It will exceed by nearly five times the largest floor area now under one roof, the 120 Broadway Building in New York.

"SOUTH BEND" TALKS OVER WSBT PRAISED

Many comments have been received from South Bend radio listeners on the series of talks being given every Tuesday at 6:15 P. M. from Station WSBT, on "South Bend and Many Miles Around."

E. B. Stover, Special Engineer of the South Shore Line, prepares and gives these talks in a way designed to interest any one who tunes in. WSBT is on 399.8 meters, 750 kilocycles. Turn your dials to this point next Tuesday night and follow the absorbing story of the development of the St. Joseph Valley and its principal city, South Bend.

APPRECIATIONS

AMERICAN STEEL AND WIRE COMPANY
208 South LaSalle St.
Chicago, Illinois

Mr. Woods,
South Shore Line,
c/o Outing and Recreation Bureau,
72 W. Adams St.,
Chicago, Illinois.

Dear Sir:

With your splendid co-operation, the Schurz Outdoor Club of Chicago has been able to put over one of the best hikes of the season.

The trip to the "Sand Dunes" was enjoyed by one and all, and the convenience of having our own special coaches, made the trip ever so much more pleasant.

If, in the near future, we should again desire to make another trip south, we shall always remember the South Shore Line because of the splendid service rendered to us.

We appreciated very much the attention accorded us, and the promptness with which our letters were sent out.

Thanking you again for the wonderful service received, I remain,

Yours very truly,
(Signed) Catherine Sausman,
Secretary,
Schurz Outdoor Club of Chicago.

WINTER SCHEDULES FASTER AND BETTER

(Continued from Page 1)

hour on the hour" order will still stand there, for trains to Michigan City and South Bend.

Increase Gary Service

Half hourly service to Hammond, East Chicago and Gary will be extended from 7:30 to 10:30 P. M. for trains leaving Chicago, and from 8 P. M. to 11:23 P. M. for those leaving Gary. The schedules of the Chicago-Gary express runs will also be speeded up.

The after-theater flyer, which will make all limited train stops, is to leave Randolph St. at 11:15 P. M. daily, permitting theater patrons to "see the last act" before leaving for their train. This will be a two-hour-ten-minute train to South Bend.

Connecting motor coach service to and from Benton Harbor and St. Joseph, Mich., and points on the way will be speeded up to meet the faster South Shore Line schedules.

Motor Coach Connections

Shore Line motor coaches will connect at Michigan City with trains leaving Chicago at 5 A. M., 7 A. M. (dining car train), 9 A. M., 11 A. M., 1 P. M., 3 P. M. (parlor car train) and 5:15 P. M. (dining car flyer). Returning, coaches will leave Benton Harbor at 15 minutes before every other hour beginning with 5:45 A. M., to connect with Chicago-bound trains. New time folders recently issued cover these changes, and are obtainable at all Shore Line motor coach stations.

These improvements are a further step in the big program undertaken by the present management when it took over the South Shore Line three years ago. They are being made in order to give the cities of the South Shore region better transportation, and they will go on hand in hand with continued growth in public interest and patronage.

SOUTH BEND DOUBLES MAIL EVERY DECADE

(Continued from Page 1)

rated charges against them for rail mail haulage, of $586,167 for 1928 fiscal.

Large Payroll

The personal payroll of this great institution now is well over $350,000, and it includes 81 persons in supervisory and clerical work, 71 city carriers, 15 substitute clerks and carriers, four custodians, three laborers and a mechanic. In addition to these, there are eight rural carriers under Mr. Hunter's jurisdiction.

The present building was first occupied by the Postoffice people in 1898. Ten years later it was enlarged into its present dimensions. But the South Bend force has far outgrown its space, and now bids are in for a new building, to occupy more than half a block in the center of town, a fitting recognition of the way in which South Bend has responded to the service offered by the Postoffice Department.

South Bend to Grow

"There is no question but that South Bend will go on growing as steadily and healthily as it has in the past," Mr. Hunter said. "Our industries are prospering, bringing more people to live here and more money to spend here.

"Consider the wide range of nationally known products made here: Studebaker cars, South Bend lathes, South Bend bait, Bendix brakes, Oliver plows, South Bend watches, Singer sewing machines. This is only part of it, that which comes to mind in an instant.

"A big factor in our growth was the enlargement of the Studebaker factories in 1920. That increased our population by about 15,000. It will happen again in other concerns. We have every reason to believe that South Bend is going to be one of the great industrial cities of the country."

Dunes Mystery

Stately spruce and pine and cedar
Flourish in the forest growth,
And the dunes are rich in splendor;
Wild flowers grow along the slopes.
Hawks and blackbirds soar above them,
Small marauders creep below.
At our feet a pool shines brightly,
Lily pads and thick brush-tangles
Keep the surface always placid,
Wandering clouds are mirrored in it,
Water snakes make silvery trails there,
Frogs and turtles live around it
In the weeds around the margin.
And at night there are reflections
Of a moon among the tree tops.
Strange and ghostly beams come stealing
Through the solemn pines and spruces.
Royal robes rustle on the hillside,
Gnarled oaks stand silent guard.
In the depths a white thing glittered,
We shall go away and leave it,
Buried deeply in the water.
In that pool within the sand dunes,
Just a little ways from Gary.

—Spooks.
Gary Post-Tribune.

SHOW RAILROADS AS LEADERS IN SAFETY

The National Safety Council has prepared an interesting tabulation of fatal accidents in the United States for 1926 as compared with those in 1911.

Railroad accidents have decreased from 13 per cent in 1911 to 6.7 in 1926. As the railroad accidents include collisions with automobiles, these facts serve to emphasize the importance of the automobile hazard, and the remarkable safety record accomplished in spite of this ever-increasing danger.

The National Safety Council's figures follow:

	1926	1911	Inc. or Dec.
Automobile accidents (exclusive of collisions with railroad and street cars)	17.9	2.2	715 0%
Accidental Falls	14.0	15.0	—6.7%
Railroad Accidents	6.7	13.0	—48.5%
Accidental Drownings	6.3	9.4	—33.0%
Burns	6.2	7.7	—19.5%
Street Car Accidents	1.5	3.2	—53.2%

Next to street cars, railroads have effected the greatest reduction of all listed, while motor car accidents have increased 715 per cent.

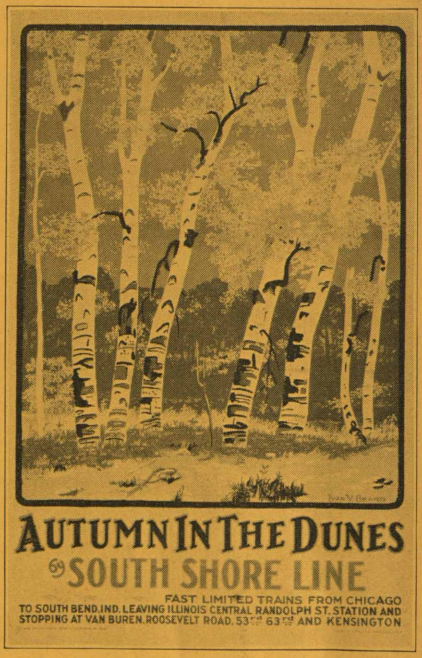
In a territory such as that served by the South Shore Line, where automobile traffic at crossing points is always heavy and on weekends and holidays well-nigh immovable, the danger to the motorist is an exceptional one. The industrial district in the Calumet region is sown with railroad tracks, most of which are in daily use. Although, like the South Shore Line, the railroads in this territory have done everything possible to eliminate hazard, and with remarkable results, nevertheless the best safety measure it can provide the people of its territory is the trains which it runs for their safe transport. The best safety advice it can give is, "Ride the *steel* highway—protected all the way by automatic block signals, operating all-steel trains, employing only highly-trained and physically perfect train operators. Ride the trains for safety."

SPEAKER BUREAU TO RE-OPEN SOON

The South Shore Line Public Speakers' Bureau, which last year furnished trained speakers for appearance before clubs, schools, lodges and the like with interesting stereoptican talks, will be re-organized this year.

At all times there will be on call good talkers on a wide variety of subjects related to South Shore Line territory, together with films to illustrate the talks. Chicago, the Calumet District, the Dunes, Michigan City, South Bend, and a number of other features are included in the South Shore Line library.

The Current Poster


AUTUMN IN THE DUNES
ON SOUTH SHORE LINE
FAST LIMITED TRAINS FROM CHICAGO
TO SOUTH BEND, IND. LEAVING ILLINOIS CENTRAL RANDOLPH ST. STATION AND
STOPPING AT VAN BUREN, ROOSEVELT ROAD, 53RD, 63RD AND KENSINGTON

"Autumn in the Dunes," October poster by Ivan V. Beard of Chicago, pictures the colorful lure of the birches in Duneland as autumn brings on its famous hues.

Fall is the ideal time to hike in the Dunes. Take a South Shore Line train from Randolph St. I. C. Suburban station, or from Van Buren, Roosevelt Road, 53rd, 63rd, or Kensington, on the hour any time of day, direct to Tremont, gateway to Indiana Dunes State Park. Wear hiking clothes, stout shoes, and pack a lunch along, or buy one from the Concession at Tremont station. You will find the Dunes lovely with red and gold now. Each old trail will lead you through a treasure house of natural beauty.

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The Shore Liner

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 NOVEMBER, 1928 No. 1.

Ten Cars Ordered; Ten Are Due Soon

AN ORDER for ten more steel passenger cars, five motors and five trailers, has been placed with the Standard Steel Car company of Hammond by the South Shore Line.

Ten motor cars are under construction by the same concern now, to be delivered toward the end of the year. The new order brings the total of cars to be put in service during the next half year to twenty.

Specifications of both orders call for little change in the latest model of South Shore Line car. Individual easy seats of the so-called "bucket" type, Pulllman smoking compartments, wide aisles, large windows, "turtle-back" roof with the raised ventilators, and spacious vestibules with low-descending steps, are the important features.

"Installation of the twenty new cars on our line will give us 50 steel motor cars, and 15 steel trailers, identical with the motor cars so far as passenger comfort is concerned," Charles H. Jones, general manager of the South Shore Line, said in commenting on the proposed equipment increase.

"When this railroad was taken over by the present management three years ago, there was not an all-steel passenger car on the property. In the extensive rehabilitation program of the new company the replacement of wooden cars with those of all steel construction was one of the first projects, along with the re-electrification plan.

"Progress has been made in the design of these steel cars as well," Mr. Jones said. "Since the first group, the Pullman smoker, bucket seats and open passages are some of the changes made to the passenger's advantage. And in addition to the coaches, there are the four parlor-observation and dining cars, for deluxe service."

SKI MEET AT OGDEN DUNES ON JAN. 20

Preparations for the big annual ski meet at Ogden Dunes, Wickliffe station on the South Shore Line, have been begun with January 20 set as the tentative date subject to the approval of the National Ski association.

This year's tourney at Ogden Dunes will be one of the largest and most impressive in North America, officials of the ski club say. Famous riders from the United States, Canada and Norway are being notified of the event. Since it is the largest of its kind in the country, it is likely that records will be broken, and the world's amateur record of 212 feet, made by Nels Nelson at Revelstoke, B. C., in 1925, may be threatened.

ADD TWO FREIGHT ENGINES TO FLEET

The South Shore Line has added two more 80-ton freight locomotives to its equipment, the first of which has arrived at the Michigan City shops. The second, or tenth of the

freight Baldwin-Westinghouse engines to be installed since the change of management three years ago, will arrive within the week.

The additions are virtually the same as those now in service, 1,280 horsepower, weight 160,000 pounds, maximum tractive effort 40,000 pounds. In addition to the large type, two 53-ton switching locomotives also are being operated locally.

"Freight service over the South Shore Line has developed more rapidly than present equipment could handle," Charles H. Jones, general manager of the road explained. "Two locomotives of the same large type were delivered to us last spring, and before they were on the line more were needed."

Opera Opens

Maria Olszewska

The 1928-29 season of the Chicago Civic Opera was opened Wednesday night, October 31, with one of the most interesting performances of Bizet's "Carmen" ever seen in the Auditorium. The event was marked by the debut of Maria Olszewska, sensational prima donna contralto from Covent Garden and the Vienna State Opera, and this charming and talented artist won a host of friends by her fine interpretation of Carmen. Her marvelous vocal equipment and fine dramatic instinct produced a performance perfectly balanced dramatically and vocally.

Alice Mock of Oakland, Calif., made her American operatic debut as Micaela and displayed a voice of beautiful quality and an adequate dramatic talent. Rene Maison was immense and so was Cesare Formichi as Escamillo.

With so auspicious an opening, the Civic Opera has ushered in the eighteenth season of grand opera in the old Auditorium. During the next few weeks a number of new artists will be introduced to the Chicago public, among them Eva Turner, English dramatic soprano, Frieda Leider, famous German dramatic soprano, Markherita Salvi, Spanish coloratura soprano, Marion Claire, lyric soprano from Lake Bluff (whose debut was to occur Thursday, Nov. 1) Hilda Burke, of Baltimore, Md., dramatic soprano, Coe Glade of Chicago, contralto, Ulysses Lappas, Greek tenor well known in the United States, Barre Hill, of Reading, Mich., baritone, Emil Schipper of the Vienna State and Covent Garden operas, baritone, and several others.

All in all, the season promises to be one of the most interesting in the history of the company. There will be several revivals, notable among them "The Marriage of Figaro", "The Tales of Hoffman", "The Spanish Hour," "Don Pasquale," "The Elixir of Love," "Die Walkuere," "Lakme" and "Thais." The season closes January 26 with what probably will be the last season of opera in the old Auditorium, for the new opera house on Wacker Drive is promised for occupancy next fall.

The Auditorium is only two blocks south and west of the Van Buren St. I. C. suburban station entrance on Michigan Avenue. The new after-theater train which leaves Van Buren St. at 11:16 P. M. for Hammond, East Chicago, Gary, Michigan City and South Bend, on an extra fast schedule, will be ideal for opera-goers.

RATE IN EFFECT FOR THE LIVESTOCK SHOW

Chicago will present during the first week of December its International Livestock Exposition, the biggest show of its kind on earth, at the Union Stockyards, in themselves the "eighth wonder of the world".

The cream of the livestock world will be on display there, with educational farming displays, the Boys' and Girls' Club Congress, auctions of the world's choicest bullocks, an elaborate corn-borer exhibit, judging contests, and the famous feature, "Evening Horse Show".

For this great event, of interest to hundreds of people in this territory, the South Shore Line will offer a special rate of fare and one-third from stations where there are ticket agents east of and including Tremont.

SPEAKERS READY TO GO BEFORE PUBLIC

The South Shore Speakers' Association, organized and in training for the year, is already prepared on a number of interesting stereopticon talks about features of South Shore Line territory.

Clubs, lodges, schools, associations and other organizations will be interested in the program of picture talks afforded.

Application for such free speaking service may be made to the South Shore Speakers' Association, General Office, South Shore Line, Michigan City, Ind.

Purdue Inspection Trip

Two South Shore Line special trains left Michigan City, Tuesday morning, October 23, carrying 300 students of the mechanical, civil, and electrical engineering classes of Purdue University, on their annual inspection trip through Gary, the Calumet District, and Chicago.

The first South Shore Line special train carrying 180 members of the Mechanical and Civil Corps went through to Gary. The second, carrying electrical students numbering 120, stopped at the Furnessville substation, near Tremont, Ind., later going to Gary.

The students made an inspection trip through the steel mills at Gary during the day, leaving at 4:15 P. M. over the South Shore for Van Buren Street, Chicago.

The Purdue inspection trip is an annual affair, and for the second time the South Shore Line was chosen as the transportation medium through this territory.

FASTER TRAINS SHOW HIGH ON-TIME SCORE

An on-time record of more than 95 per cent has been set up by the new extra fast trains between South Bend and Chicago.

Two dining car trains, one leaving South Bend at 7 A. M. and the other returning out of Chicago at 5:15 P. M., now make the run in two hours and five minutes, and with few exceptions have maintained the schedule perfectly. These trains stop only at downtown Chicago stations, 63rd St., Gary, Michigan City and South Bend. The regular hourly service, shortened by ten minutes to two hours and twenty minutes running time with the change of schedule September 30, also has held a high on-time average.

A new after-theater limited going to South Bend in two hours and ten minutes, leaves Chicago at 11:15 P. M., as a convenience to theater-goers, who are now enabled to see the finish of the play before having to leave for the station. This train makes all limited train stops.

"TELEVOX" ACTS AT MICHIGAN CITY MEET

"Televox," the famous electrical man who "obeys his master's voice" over the telephone and does a number of stunts on command, was presented by the South Shore Line section of the American Electric Railway association in a feature program at Marquette Hall, West Tenth and Buffalo Sts., Michigan City, the night of November 1st. "Televox" answered the phone, started a vacuum cleaner, operated an electric fan, and did many other tasks at the command of his master, J. L. McCoy, Westinghouse engineer.

Attention of scientists all over the world has been attracted to this electrical marvel during the year or so of its existence. At present several of these devices are in actual operation with the War Department at Washington, governing the water levels in three of the big city reservoirs. Orders are telephoned them from a central office, and they carry out the orders, report, and hang up when the "conversation" is ended.

-:- APPRECIATIONS -:-

3834 Adams St., Gary, Ind.
October 12th, 1928

Chicago South Shore and South Bend R. R. Co.
Michigan City, Ind.

Gentlemen:

Although the following incident occurred several weeks ago, I have not had the opportunity until now, to write your offices to express my appreciation of the kindness received at the hands of one of your conductors (a man of perhaps fifty or more years.) I do not know his name, although I have made several attempts to learn same. He was on duty on Train No. 2 which arrived at Gary at 7:22 A. M. (Daylight Saving Time.)

One morning, in my hurry to board the train at Gary, I left my purse in the washroom and discovered my loss shortly after the train started. I immediately made known my predicament to the conductor in charge and he at once consoled me in a most pleasant manner by stating he would write a message and hand it to the porter at East Chicago, which he did. A telephone message was sent back to Gary and in that way my purse was retrieved. All contents, consisting of commutation tickets, fountain pen, bank book, several dollars in currency, being intact.

As a further evidence of his kindness, the above mentioned conductor inquired as to whether or not I would be in a position to have financial aid to carry me throughout the day, and I assured him that I could get aid at the office where I am employed. Upon offering him a small reward later, he politely refused, and I felt it my duty to, in some measure, do something indirectly to boost him in his good work—hence this letter. Some people may state that it is a duty of the conductor to look after the welfare of his passengers while enroute, but when it is done in such a genuine spirit of helpfulness as was manifested in the above mentioned incident, it is a blessing to the railroad company and its passengers.

Very sincerely,
(signed) Mrs. F. C. Herron

FLOWER SHOW NOV. 10 AT GARFIELD PARK

The legion of flower lovers will be happy to know that the Chrysanthemum Show held annually in the Garfield Park Conservatory will open on Saturday, November 10. It will be in effect for 23 days closing on Sunday, December 2nd. For this period the Conservatory will be open daily and Sunday from 8 A. M. to 10 P. M.

In the floral line, of all flower displays, the Chrysanthemum Show at the Garfield Park Conservatory is unique and is like no other. The entire room is landscaped as a unit, comprising of a number of units without disturbing the whole. The arrangement result, is highly artistic, and the bold, but controlled color schemes produce marvelous effects. Prominent art critics profusely praise this work and advise all to pay a visit and see for themselves the beauty of this display. One is urged to make several visits, one at daytime and the other at night under illumination. The effect at night is enchanting.

A special talk is given with interesting information relative to Chrysanthemums. Groups intending to visit the exhibition may avail themselves of the guide service and hear this talk. The six other rooms are filled with ornamental and useful plants. During the past year they have not only added size but also beauty. The guides will include these rooms in their talks pointing out those plants interesting for one reason or another, such as those in fruit, namely, orange, banana, pineapple and others. By application to the West Chicago Park Commissioners or to the Floral Division direct, arrangements may be made for guide service.

FREE ATTRACTIONS AT FIELD MUSEUM

The fiftieth free lecture course at the Field Museum of Natural History, Chicago, begun early in October, will be continued Saturdays through this month, supplemented by the free Raymond motion picture entertainments Saturday mornings.

The lectures for November, in the James Simpson Theater of the Museum at 3 P. M. each Saturday, are:

November 3—Excavations at Kish, Mesopotamia.
10—Sinbads of Science and the Sea.
17—Treasure Hunting in Bolivia.
24—Under the Northern Lights.

The children's entertainments, from 10 to 12 A. M. in the theater:

November 3—China—Down at Our Pond —In Birdland— Monarchs of the Plains—Our Four-footed Pals.
10—Argentina — Pirates of the Sky — Pets — The Story of Leather.

To reach the Field Museum, leave South Shore train at Roosevelt Road, walk east across the bridge and south to the main entrance.

Dine As You Ride

South Shore Line dining cars, which leave both South Bend and Chicago terminals on morning, noon and evening trains, are rapidly building for themselves a patronage of satisfied users.

Particularly on the extra fast dining car trains, leaving South Bend at 7 A. M., Michigan City at 7:45 Chicago-bound, and leaving Randolph St. I. C. Suburban station at 5:15 P. M. eastbound, is the interest in this deluxe feature of South Shore Line service increasing.

Tasty foods, fresh from the supply sources, appetizingly prepared and served, make it of decided advantage to the patron to "save time—dine as you ride". Reasonable prices are a further incentive.

Below is a sample menu of foods available on short notice and courteously served.

RELISHES

Sweet Cucumber Rings..25 Chow Chow....25
Stuffed Olives.....25 Sweet Gherkins 25

SOUPS

Cream of Tomato in Cup.....25
Vegetable in Cup.....25

SPECIAL ENTREES

Include One Vegetable and Potatoes

Spanish or Mushroom Omelet	85
Fried Calf's Liver with Bacon	95
Roast Prime Ribs of Beef au Jus	95
Individual Boneless Chicken Pie	95
Broiled Lamb Chops, Mint Jelly	1.00
Grilled South Shore Sirloin Steak	1.50

SALADS

Chicken or Crabmeat, Mayonnaise, Saltines 75
Hearts of Lettuce.....30
Lettuce and Grapefruit.....35
Fruit Salad.....30 Asparagus Tips 35
Dressings: French 10 Mayonnaise 10
Thousand Island 10 Roquefort 20

DESSERTS

Baked Apple with Cream.....30
Half Grapefruit 25
Rice Custard Pudding.....25
Apple Pie 20; with Cheese.....25
Hot Mince Pie.....20
Imported Roquefort Cheese.....35
Imperial Cheese 30

BEVERAGES

Coffee, Pot .....15 Tea, Pot.....15
Cocoa, Pot.....15 Milk, Individual Bottle..15
Assorted Bread or Hot Rolls, and Butter..10

Four traveling exhibits from the Field Museum, Chicago, have been on display in the Michigan St. windows of the South Shore Line passenger station at Michigan St. and LaSalle Ave., the past week.

CHICAGO ORCHESTRA SEASON IS STARTED

The thirty-eighth season of the Chicago Symphony Orchestra in Orchestra Hall, 220 South Michigan avenue, Chicago, is under way.

Concerts are given Tuesday afternoons, Friday afternoons and Saturday evenings. Season tickets are on sale at the Orchestra Hall box office, with approximately 25 Friday and Saturday concerts remaining, and eleven Tuesday concerts. A number of brilliant artists have been engaged to appear with the orchestra, among them Micha Levitzki, Mischa Elman, and Claire Dux.

Orchestra Hall is immediately convenient to South Shore Line service at Van Buren street I. C. Suburban station.

November Football

Via South Shore Line

Via South Shore Line

Nov. 3 Penn. at Chcago
(Leave South Shore train at 63rd St., take Rapid Transit to University station).
Minnesota at Northwestern
(Leave South Shore train at Randolph St., take Rapid Transit to Central St., Evanston—downstairs and west three blocks).

Nov. 10 Niagara at DePaul
(Leave South Shore train at Randolph St., take Rapid Transit (Wilson Avenue local) to Webster).
Purdue at Northwestern
(See directions above).

Nov. 17 Illinois at Chicago
(See directions above).
Marines-Loyola at Soldiers' Field.
Leave South Shore train at Roosevelt Road, walk east over bridge and south to Stadium gates).
Carnegie Tech at Notre Dame
(Take Notre Dame street car across street from South Bend station).

Nov. 24 Dartmouth at Northwestern
(See directions above).

Nov. 29 Fort Sheridan-Great Lakes at Soldiers' Field.
(See directions above).

The South Shore barber shop, in the passenger station at South Bend, established less than six months ago by Messrs. Botkin and Campbell, has grown to a standard six-chair shop serving a large number of regular patrons.

Calumet F. & M. Grows With Region

IRON, for ages the symbol of strength and always the utility man among metals, is somewhat of a precious one in the Calumet District along the South Shore Line.

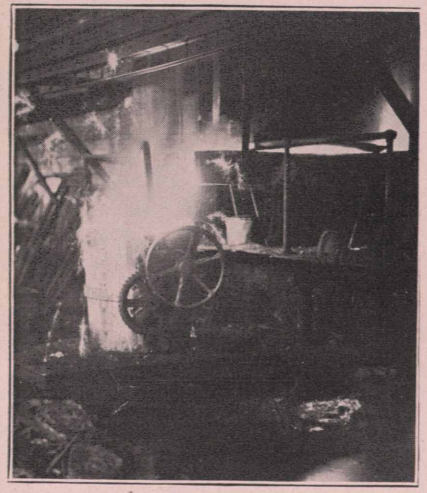
The demand for iron never ceases—castings, machine parts, gadgets and what not. The clamor of a hundred plants is for iron, and consequently there must be foundries to furnish it.

The Calumet Foundry and Machine Company, which operates two plants in this Workshop of America, is one of the favorably known institutions of the district helping to keep the great maw of Industry filled.

The workers in this plant turn out their molds, pour their iron and machine down the finished product to the tune of an average yearly output of 7,500 tons.

Of the two foundries, one, in East Gary covering 6 acres on Pine street, specializes in light production castings, while the other, on Railroad avenue, East Chicago, can turn out castings anywhere from a half pound up to ten tons weight. It is the East Chicago plant that claims the story, owing to the greater volume of metal that flows through its 7.18 acre layout daily.

Here, as you step into the large main shop, is the realm of Vulcan, the mythological god of fire, brought down to the present. Heavy overhead beams laden with great traveling cranes, the dark earth floor, and the huge masses of molds and molding sand heaps, all conspire to give the place the air of a subterranean workshop busy at some titanic job. The flashing of a "pour", liquid fire spilling into the ladles, intensifies the picture.



Pouring Iron

Follow the iron through. You will see it go into the cupolas as scrap and come out as white-hot, glowing liquid that pours as readily as cream. The giant ladles that catch it move lightly back and forth in the jaws of a crane or on the plant's miniature railroad. Row on row of black sand molds, designed and packed with more skill than the average man can conceive, await the pouring, and throw off sparks in a striking pyrotechnic display as the molten metal hits the cold earth. Sand and iron, iron and sand—thus the unending struggle in the molding plants—and the sand always wins. For after the cooling, and the breaking out, there is your casting, one or a thousand, ready to be tooled down to the finished product.

The principle is simple, but the practice is delicate and mighty. Precision of measurement, consistency of metal, elimination of waste material and motion, all are factors that must be in the reckoning of such a plant as the Calumet Foundry. Customers—and for the Calumet Foundry they are many, throughout the length and breadth of the Calumet and Chicago industrial districts—know what they want in a casting, and the foundrymen must make it, out of temperamental liquid iron and cold sand.

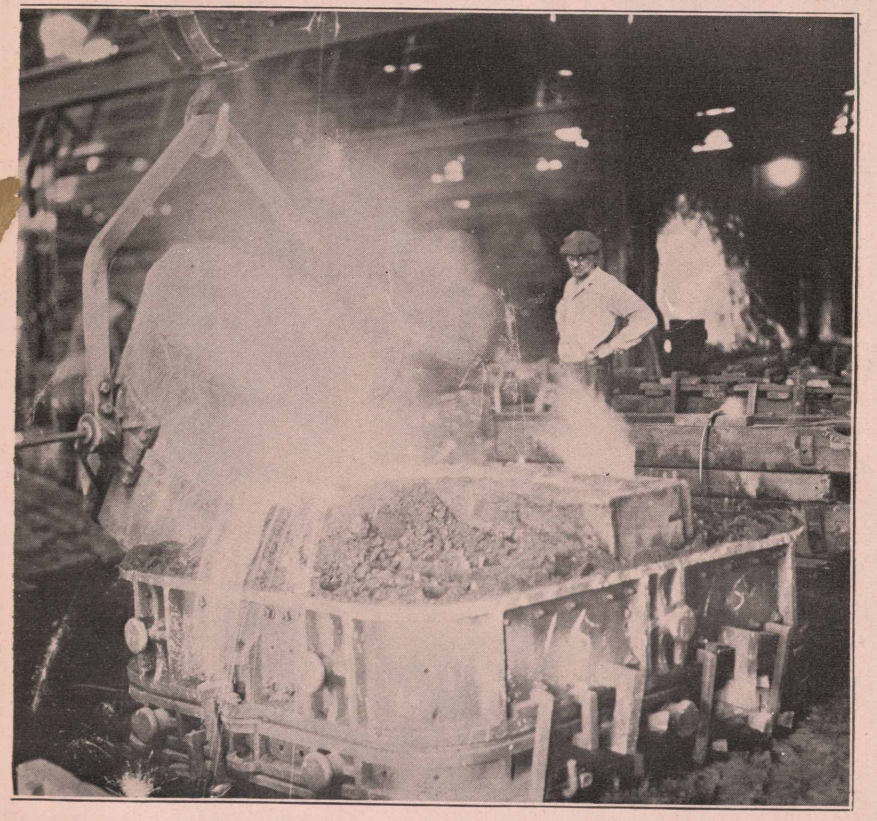
Started in 1916

The beginnings of the Calumet Foundry and Machine Company were back in 1916, when it was organized as the Gary Foundry and Machine Company, with only the small plant in East Gary. It was then capitalized at $15,000. Within three years the company had expanded to meet a widened market in the rapid growth of the district, and the East Chicago plant was purchased, capital was increased to $100,000 and the name changed to its present form. Business for this concern has grown from an output of a thousand tons a year in 1916 to its present figure, 7,500 tons. The value of the business has trebled since 1919. Where a handful of men were gathered together to start operations in 1916, there are now more than 200 employes.

As in all industrial districts, it becomes the business of one type of plant to furnish material for another. The castings of the Calumet Foundry and Machine Company go out to many concerns making specialized kinds of machinery. They have been assembled into machines and equipment later shipped to all part of the world, such as oil refinery equipment to China, Japan, and Russia, and packing house machinery to South America, Europe, and Australia.

A members of the National Founders' Association, this company stands high among its fellows in the Calumet District for the quality of its service. It is "right on the ground", literally and figuratively, in the heart of the iron-using region.

The officers, men closely identified with the upbuilding of the district for a number of years, are Wm. H. Kleppinger, president; P. S. Graver, vice-president; W. F. Graver, treasurer and Charles A. Creahan, secretary.



Filling the Molds

UTILITIES NEAR TOP IN HURRICANE DRIVE

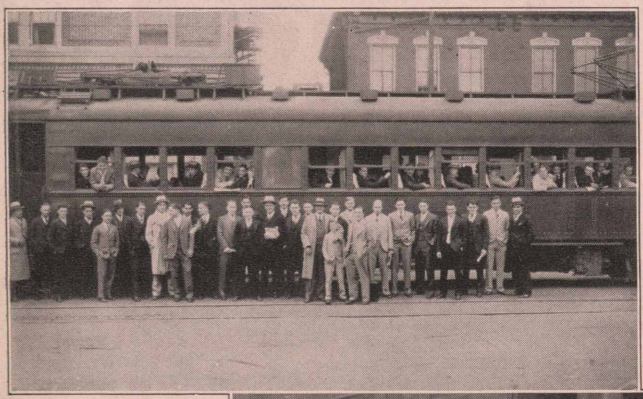
The Public Utilities Division of The Chicago Association of Commerce, in which this company is active, was one of the six of fifty-five divisions to exceed its quota in the solicitation of funds for the West Indies-Florida hurricane sufferers.

The division's quota was $15,000 and the contributions amounted to $15,125.42.

William R. Dawes, president of The Chicago Association of Commerce, writing to H. M. Lytle, chairman of the Public Utilities Division on October 18, said:

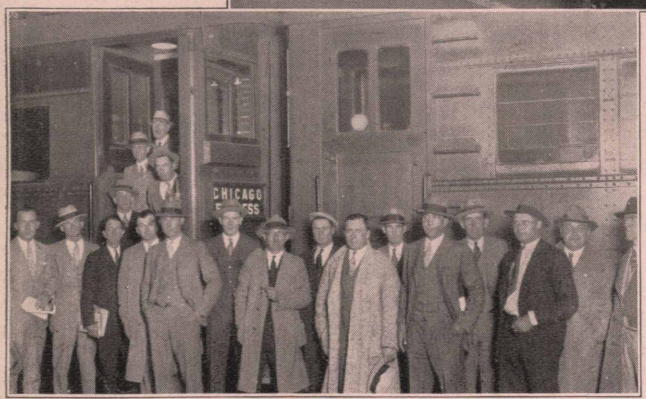
"On behalf of the officers and directors of The Chicago Association of Commerce, I thank you for your efforts in the solicitation of funds for the West Indies-Florida Hurricane Sufferers."

October Special Parties



The Notre Dame football team ready to board their South Shore special on the way to the Navy game at Chicago Oct. 13.

Students of the Olive Maine School of Opera leaving South Bend for a Chicago study trip, beside their special car.



The Philadelphia Athletics, who played an exhibition game with Studebaker at South Bend, leave to resume their regular schedule in Chicago, via the South Shore Line "Athletics Special".

South Bend had three notable special train parties during the month, as explained above. South Shore Line traffic officials are always on the alert to give the best possible service in special equipment and attention to moves of this sort. Call the Traffic Department, Randolph 8200, Chicago, or 2-5764, South Bend, whenever you are planning a party trip through the territory.

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South Shore Lines

for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 4 DECEMBER, 1928 No. 2

South Shore Stock Offered to Public

THE first public offering of stock in the South Shore Line, officially known as the Chicago South Shore and South Bend Railroad, has been launched, with employes of the company and the Utility Securities Company of Chicago conducting the sale.

Fifteen thousand shares of 6½ per cent cumulative Class A preferred stock are being offered to the public at $96.50 a share.

Issuance of this stock was recently approved by the Public Service Commission of Indiana and the Illinois Commerce Commission in connection with the revamping of the financial structure of the company.

Controlled by Midland

The South Shore Line is controlled by the Midland Utilities Company, which also controls the Northern Indiana Public Service Company and a number of other utility companies in northern Indiana. The railroad came under the present management on July 14, 1925. Since that time an extensive rehabilitation program has been carried on and service improved.

Under the new management growth of business was immediate and continued. Passengers carried on the main line increased from 1,552,308 in 1925 to 2,806,855 for the year ended September 30, 1928, an increase of 80.8 per cent. Passenger revenue increased from $599,236.24 in 1925 to $1,772,918.30 for the year ended September 30, 1928, an increase of 195.9 per cent. Freight revenue increased in the same period from $189,263.60 to $1,129,856.60, an increase of 497 per cent. Total operating revenue in the same period increased from $858,265.30 to $2,972,888.81, an increase of 246.4 per cent.

Total Gross

The total revenue (gross) of the South Shore Line for the nine months ended June 30, 1928 was $2,349,197.95.

This growth in business is largely due to improved service, equipment and roadbed. Trains now leave both Chicago and South Bend terminals hourly, for the most part on the hour. Service between Chicago, the Calumet District and Gary is half hourly. The convenience of the Illinois Central terminal facilities, with five south side stations in addition to Randolph Street station in the heart

(Continued on Page 7)

CHRISTMAS COMES

Christmas, the time of kindly greetings and good will the world over, is coming to us down here on the South Shore Line. In the year that has passed since the last reflection of the Star of Bethlehem shone over our heads, this railroad has carried many thousands of passengers. Simply carrying them from one point on the line to another would have been doing its part, perhaps. Making them feel a bit more comfortable, a little safer, a trifle more satisfied with the speed and promptness of trains and the courtesy of employes would have been fine. Winning them to a friendly interest in itself, having done everything within means to please them, would have been reaching the goal.

Where there is in the thought of those who make up its public such a friendly interest, the South Shore Line appreciates it. Profit and loss are not the only factors the management is interested in. The railroad business is too much of and for the people for that, and sometimes it is more gratifying to hear a man say, "Your railroad is all right," than to see him buy a ticket.

The approaching Christmastide will mark another milestone in the journey of this company toward that shining goal, the goodwill of the people. But it will be Christmas nevertheless, and with the spirit of the season the South Shore Line says to all its patrons of the past year, "Merry Christmas"!

FREIGHT LINKS WITH 3 ROADS ANNOUNCED

Three new freight interchanges with major steam railroads, of the greatest importance to South Shore Line shippers and receivers, are announced by the management of the road.

Work is now under way with the New York Central Railroad on two interchange tracks of 19-car capacity each at South Bend. Completion of the construction of a freight interchange at Michigan City will open the Michigan Central Railroad and the Monon Route to a South Shore Line freight connection.

Is Big Event

Since the change of management of the South Shore Line, in 1925, probably no more outstanding event in freight service on this railroad than these interchanges has taken place. Both the Lake Shore and Michigan Central routes of the New York Central serve a vast and important territory, ranking with the biggest and best marketing centers of the east.

The New York Central interchange tracks, one each for receiving and delivery, will run from the present crossing with the South Shore Line at Kaley, immediately west of South Bend, for a distance of 2,500 feet west, paralleling the present main line of the South Shore. Seventy-pound rail will be used, on treated ties and cinder ballast. The interchange will be electrified for use of electric locomotives, employing a light type catenary overhead.

Finished First Week

With grading completed and rail work begun, the tracks probably will be finished within the first week of the month.

The Michigan Central connection grows out of the 6,000-foot interchange system now being constructed with the Monon Route.

A small switching layout tying together the approach tracks from the Monon, Michigan Central and South Shore mains at a point northeast of Power siding on the latter will provide for four sidetracks. The northernmost will be a running track for switch engines, the next a South Shore receiving and delivery track, the third a Monon track and the fourth a Michigan Central.

Will Be 13 Interchanges

Completion of these two big projects will bring the South Shore Line into direct connection with thirteen steam railroads, giving it an unusually advantageous position to serve shippers and receivers interested in the moving of freight to and through Chicago.

Among these railroads, in addition to the three mentioned, are the Illinois Central at Kensington, Nickel Plate Road, with connection at Michigan City, the Wabash at Gary, the Elgin Joliet & Eastern at Goff, and a number of belt lines sufficient to insure switching connections with all the principal railroads entering Chicago.

Carloads Grow

Carload freight business on the South Shore Line has shown an amazing growth during the past three years. As indicated elsewhere in this issue, freight revenue has increased 497 per cent since 1925, a figure virtually unprecedented in the electric railway field. The foregoing announcement denotes another step forward in the vast program of advancement of service and facilities which has distinguished this road since its re-organization in 1925.

South Shore Line traffic department, maintaining one office in Chicago, at 79 West Monroe St., phone Randolph 8200, and one in South Bend, at 301 North Michigan St., phone 2-5764, is always ready to answer inquiries relative to the most feasible connections for shippers and receivers interested in its service.

Free Speaking Service

When your club or lodge has an open meeting for which you want interesting entertainment, call on the South Shore Speakers' Association.

A number of absorbing talks on features of the territory, places to see things, historical sketches and the like are being developed by this free public service, and are now on call.

Motion pictures and stereopticon films are presented with many of these talks. Speakers are trained and on limited time; their subject matter is designed primarily to be interesting, and not advertising.

Call or write the South Shore Speakers' Association, General Office, South Shore Line, Michigan City, phone 2100.

SOUTH SHORE HAS BASKETBALL TEAM

The South Shore Line has entered a basket ball team in the Michigan City Industrial league. This team will play under the colors of the Company and will be known as the South Shore Line team.

The uniforms will be maroon trunks with orange stripe and orange jersey with maroon stripe.

Evening Horse Show

The Horse Show, every evening in the Stockyards Pavilion at the International Livestock Exposition in Chicago, is a famous institution rivaling the Stock Show itself.

PLANS FOR SKI MEET JAN. 20 ARE PUSHED

Plans are going steadily forward for the Second Annual International Ski Tournament at Ogden Dunes on the South Shore Line January 20.

According to C. Oscar Hiis, president of the Ogden Dunes Ski Club, the tournament this year will be one of the most impressive ever held in this country. Club officials are busy lining up some of the world's greatest riders, and applications have been received already from many clubs in the United States and Canada.

Slide Near Station

The Ogden Dunes slide, which is visible from South Shore trains at Wickcliffe station, only a short walk distant, is the largest of its kind in the world. Starting from a height of 240 feet above the heads of spectators, it sweeps down to a takeoff 20 feet above the crest of a 120-foot dune, leading down to the landing slope and a straightway 200 feet long. Its dimensions and incline are such that world's records will be threatened at the international meet. The longest amateur jump on record is 212 feet, made by Nels Nelson at Revelstoke, B. C., in 1925. The world's professional record is 229 feet, made at the same place in 1921 by Henry Hall of Detroit. Previously the engineering estimate of the jump length possible on the Ogden Dunes slide was 200 feet, but this fall changes in the structure are being made to increase this possibility by many feet.

Special Trains

Plan on seeing this great event of the skiing year via the South Shore Line this winter. Special train service will be arranged to take care of the crowds anticipated, and the convenient terminal stops of South Shore trains, at Randolph St., Van Buren, Roosevelt Road, 53rd St., 63rd St., and Kensington, I. C. Suburban stations, will make it the quick and easy way to go.

S. A. HEARS ELLIS ON NEW SECURITIES

G. Corson Ellis, assistant to the president of the Midland Utilities Company, addressed the members of the South Shore Speakers' Association Friday night, November 16, at their regular meeting in the Michigan City passenger station. Mr. Ellis explained the forthcoming issue of securities of the South Shore Line in an interesting half hour talk.

Up to the time of writing approximately 2,000 persons have been addressed or shown South Shore films under the direction of this association.

Standard Steel Builds South Shore Cars

THE march of progress in South Shore Line passenger equipment goes on, with the aid of a home industry, the Standard Steel Car Company of Hammond.

In the immense shops of this great Hammond plant, ten more new steel motors are on the construction floor, in preparation for delivery during the winter. In the offices of the Standard company are orders for ten more cars, five motors and five trailers, to be built and turned out some time within the next six months.

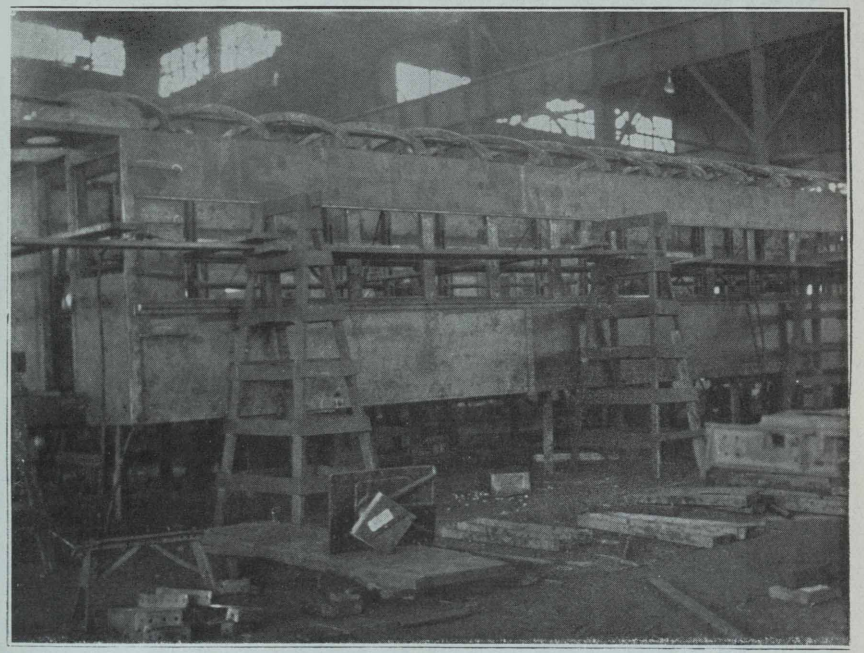
These cars, as already announced in the November LINES, are of the same roomy, comfortable type as those lately put in service on the South Shore Line. Bucket (easy) seats, Pullman smoking compartments, turtle-back roof with raised ventilators, thermostatic heat control, wide aisles, and high windows are features of them. They are to be Duco-finished in the standard orange and maroon colors of the railroad, with interiors in light walnut and cream. Dome lights will be used for illumination.

Multiple Control

Provision for multiple-unit operation is made, with control from either end of the motors. Steel diaphragms at the ends of the cars make possible the operation of solid vestibule trains. Each motor car has four 210-horsepower motors designed to develop a speed of 67 miles an hour. These cars weigh 132,000 pounds each.

Building a railroad car to the standards set by the Standard Steel Car Company amounts almost to a fine art. Everywhere the nicest adjustments are necessary. Steel structural parts, side plates, girders and so on must be cut and formed and machined to clock-like accuracy to make the puzzle fit once it is assembled. The thousands of rivets must have thousands of holes perfectly matched, the one above, the other beneath, in order that they may fit.

Starting the Side



With the Roof On

Modern finishes in railroad cars are a delight to the eye. The Standard company uses Duco, coat after coat being blown on the steel to insure the high and attractive gloss which results. When the cars are completed, gold leaf lettering and all, they are about the newest looking articles of manufacture imaginable.

Vast Plant

The Hammond plant of the Standard Steel Car Company is vast in acreage and in the floor space of its buildings. Rows of full-size railroad cars being built in the construction shop look like veritable toys, so huge is the building over them. There is no assembly line as in an automobile factory, for you can not put a 70-ton car on a moving belt. Each car is constructed at its starting point, put on temporary trucks to run it around to other portions of the plant, then established on its permanent trucks, painted and equipped, and turned out in the great yard for delivery to the railroad purchasing it. In the Passenger Car Erection Department, the Finish Department and the Paint Department, facilities allow for work to proceed on about forty cars at one time in each. The plant capacity is approximately two cars a day.

In addition to the cars it makes on order, the Standard company builds a few of its own for demonstration purposes. A number of new type gas-electric cars, most modern and complete in design, are under construction now, and one demonstrator of this new mode of transit is busy practically all the time showing various railroads about the country what it can do for branch line and short haul business. Each car carries in its forward end—although each is reversible—a powerful gas engine which drives a generator to furnish electric power for the operation of the car, or train. The control cab resembles that of any electrically-driven interurban car, except for the added devices for controlling the gas engine. Great economy of operation, high speed and low maintenance costs are claimed for this kind of car, which is rapidly growing in favor among railroads in the east particularly.

Plant History

The Hammond plant of the Standard Steel Car Company started operations in 1907, at first building freight cars only. A few years later, a modern passenger car department was added to the plant. At the present time this plant has all modern equipment for building all kinds of steam and electric railroad cars with a total capacity of 18,000 freight cars and 600 passenger cars a year. The forge

plant which produces virtually all the forgings used in construction work has a capacity of 15,000 tons of completed forgings a year. At the peak of production, about 3,000 workmen are employed in the Hammond plant.

In addition to this unit, the company has plants for building freight cars at Butler, Pa., Baltimore, Md., Richmond, Va., and St. Paul, Minn., and a subsidiary passenger plant at Worcester, Mass., known as the Osgood Bradley Car Company.

Executive officers of the company are J. M. Hansen, chairman of the board of directors, and J. F. Drake, president, with general offices at Pittsburgh, Pa.

FIELD MUSEUM HAS WORLD'S TREASURES

"Hints of romance, hours of pleasure. Wanderings through an atmosphere of African jungles, the wilds of uncharted lands of the South Seas, the mysteries of the Orient or the forbidden lands of ice and snow, the Arctic regions.

"A step backward in time to the ancient civilizations of Greece and Rome, to mystic Egypt of old and yet further into the prehistoric ages a hundred million years ago when strange huge beasts, now long extinct, roamed the earth.

"A trip around the world, the largest model of the moon now in existence, mummies of persons who lived a thousand years before the birth of Christ, grotesque masks from forbidden Tibet and collections representing the aged cultures of Japan, Mexico and Peru.

Easy To Reach

"One of the world's treasure houses, a beautiful structure of white Georgia marble, classic in design and massive in proportion. The Field Museum of Natural History."

In this glowing language C. Edward Thorney, Director of the Outing and Recreation Bureau at 72 West Adams St., Chicago, has described the Field Museum, to whose door, virtually, South Shore Line trains will take you.

Almost in the front yard of residents of South Shore Line territory is this wonder palace, to which many people come thousands of miles to see. Have you ever gone through the Field Museum?

Open every day of the year from 9 A. M. to sunset, this museum is free to all on Thursdays, Saturdays and Sundays, while a charge of 25 cents per person is made on other days. Take a South Shore train to Roosevelt Road station, go up over the bridge and east—the Field Museum is before you.

Coming Soon!!

New extra comfortable revolving chairs for South Shore Line parlor-observation cars . . . . deep cushions, semi-reclining, revolvable toward the aisle or window as you please . . . . ample foot room, arm rests, attractive colors.

Watch for the announcement that these chairs are installed and ready for patrons. . . . Then try one . . . . you will enjoy their comfort, the quiet seclusiveness of parlor car travel, the porter service, the refreshments . . . . all at the low cost of 50 cents to any point on the line . . . . two parlor car trains a day each way, leave Chicago and South Bend terminals at 10 A. M. and 3 P. M. Enjoy this deluxe service!

WENR TEST PROGRAM BRINGS BIG RESPONSE

Reprinted from Utility Investors News

A striking demonstration of the appreciation of radio listeners for high-class programs broadcast with power high enough to cut through any static conditions has recently been received by Station WENR, the Great Lakes Broadcasting Company's 50,000-watt station in Chicago.

Two test programs, broadcast from midnight to 3 o'clock A. M. on successive Sunday mornings, the full power of the station being used by special permission of the Federal Radio Commission, brought 6,682 telegrams and more than 1400 letters of appreciation and congratulation. Every state in the union, eight provinces of Canada, and even far-off Alaska, Cuba and Hawaii, were represented in the flood of messages to WENR.

The station announcer, at the opening of the program, asked members of the invisible audience who lived more than 200 miles from Chicago to telegraph, collect, their reaction to the high-powered broadcast. It was expected that unusual results would be achieved within a circle of about 1,000 radius, but no such response as was received had even been hoped for.

Responses from Canada were 429, representing an even 100 cities or towns. The relatively nearby province of Ontario led with 222 messages from 62 cities, but there were also 6 messages from 3 cities in British Columbia, on the Pacific coat, 12 from 1 city in New Brunswick and 14 from 3 cities in Nova Scotia.

SOUTH SHORE STOCK OFFERED TO PUBLIC

(Continued from Page 1)

of the Michigan Avenue shopping district, is also reflected in the growing patronage of the road. Seventy-eight trains are operated daily between Chicago and Gary, and forty-two between Chicago and South Bend. Including twenty new steel passenger cars now being built, the railroad will have a total of 68 new steel cars in service shortly. These are of the latest type of construction from the standpoint of comfort and convenience to the public.

High-Speed Service

Passenger trains operate at the highest speed consistent with safety, and are protected all the open right of way with the newest type of automatic color-light safety block signals. An extra fast service recently inaugurated now takes passengers from South Bend to Chicago and the reverse on morning and evening flyers in two hours. Regular service has been speeded up to two hours and twenty minutes.

The company's rapidly increasing freight business has required the purchase of eight 80-ton electric locomotives and two 53-ton switching locomotives. The entire railroad has been re-electrified, and new rails, new ties and other improvements made, including new passenger stations in South Bend and Michigan City.

Serves Dunes Park

In addition to serving the towns of Hammond, East Chicago, Gary, Michigan City and South Bend, the South Shore Line is the only railroad furnishing service direct to the Indiana Dunes State Park and the Ogden Dunes Ski Club slide at Wickliffe station, east of Gary.

An organization of employes with headquarters in the General Office of the South Shore Line at Michigan City, phone 2100, will direct the sale of the new securities along the line. In Chicago the Utility Securities Company, with offices at 230 South LaSalle St., phone Wabash 9700, will be headquarters.

SOUTH BEND FAVORS EARLY DINER TRAIN

The morning dining car train out of South Bend at 7 A. M., operating on a two-hour schedule to downtown Chicago, is becoming increasingly popular with South Bend commuters, according to passenger reports.

A number of South Bend business men and women with interests in Chicago are making this train and its dining car a morning institution. A sister train which leaves Randolph St. I. C. Suburban station in Chicago at 5:15 P. M. also carrying a diner, makes the same fast time returning. The combination of the two provides for a full day in the metropolis with pleasant, fast riding and a satisfying meal on either trip.

Call the Traffic Department in South Bend, at 301 North Michigan St., phone 2-5764, for further information about this deluxe, "hot-shot" service when you are planning a day in Chicago.

-:- APPRECIATIONS -:-

HABEL ARMBRUSTER AND LARSEN CO.
410-420 N. Western Ave.
Chicago, Illinois

September 28th, 1928

Mr. Luke Grant,
72 W. Adams St.
Chicago, Illinois

Dear Friend Luke:

I took a ride out on the South Shore Line yesterday and was very much impressed with the great improvements out that way in the past few years. I understand that the line is making good especially as regards freight.

When I go out through Indiana I always take the South Shore now, as you do not have to have any time table, in fact your watch or the clock being the time table for Gary and all points in between. The trains leaving on the hour and half hour makes it very convenient.

Yours very truly,
(signed) John A. Armbruster

MUSEUM EXHIBITS SHOWN TO 22,000

Four nature study cabinets from the Field Museum in Chicago have been displayed before approximately 22,000 persons in South Bend and Michigan City during the past month, through the agency of E. B. Stover, special engineer of the South Shore Line.

The cabinets depict wild life, such as cottontail rabbits, a bevy of quail, the herb hepatica, and a cross section of a gold-mine, in natural setting. Each case with tinted photographs, describes the scientific features of each subject, the locality where they may be found, and in the cases of animals and birds, their family characteristics, habits and the like.

The cases were on exhibit at the South Bend passenger station ten days, in five South Bend junior high schools, and five Michigan City schools, and in four libraries in the two cities.

Chicago Civic Opera

Civic Opera coupon "mileage" books, giving first choice of seats 24 hours ahead of public sale for all Friday and Saturday night performances, Sunday and midweek matinees, at liberal discounts. Here is a suggestion for Christmas—opera seats make excellent holiday gifts. Cut out the coupon, fill it and mail it in:

CHICAGO CIVIC OPERA COMPANY,
Auditorium Theatre, Chicago.

Please furnish me complete detailed information concerning coupon "mileage" books.

Name .....

Address .....

Phone No. .....

OUTING BUREAU HAS MANY NOVEMBER CALLS

In November more than 20,000 requests were handled at the Outing and Recreation Bureau in Chicago and 36,000 pieces of literature were distributed.

The Own Your Own Home Bureau, with headquarters at the same location, 72 West Adams St., also recorded a prosperous month. Some 230 home-seekers obtained valuable data regarding their own personal problems of home ownership in interviews with members of the Home Bureau staff.

With the summer's warm weather activities at an end, Metropolitan Chicago is turning its attention toward fall sports and brisk weather outings, according to the thousands of information queries at the bureau, during the month of November.

Once again football has been king in the Lower Lake Michigan Region and enthusiasts in the different sections seemed to direct their Saturday footsteps to one or another of the "big games" played in their territory.

Barring the few rainy days, the weather has been ideal for hiking, too, and hundreds of ramblers have sought hiking information at the bureau, where trails are mapped out.

4,000 TAKE SOUTH SHORE TO N. D. GAME

More than 4,000 persons rode the South Shore Line Saturday, November 17, to and from South Bend for the Notre Dame-Carnegie Tech football game that day.

Popularity of the South Shore Line for Notre Dame football moves is being evidenced by the growing patronage accorded it each successive season. The convenience of transfer from South Shore to Notre Dame street car in South Bend—directly across the street—probably accounts in part for this preference. Other features are the hourly service, full and free provision of private cars and trains to parties requesting them, promptness of operation, and the South Shore Line "will-to-please".

The same type of service that distinguished the Notre Dame-Carnegie Tech move is available at all times for all events along the South Shore Line or in Chicago. The Traffic Department, at Randolph 8200, Chicago, or 2-5764, South Bend, will always be ready to make whatever arrangements are necessary to such moves.

Butterflies and Blossoms

I've been planning and been scheming,
- - - I'm not going to go alone—
To take a railroad trip some day,
To the balmy Tropic Zone.
There will be a lassie with me
With eyes of brown or blue;
And tresses — Ah, just let me think,
I'm not so sure the hue.
The train we'll take, I can't just tell
Until she names the day,
But there'll be "Butterflies and Blossoms
All Along The Way".

I once thought that single harness
Was the only way to go,
I've sort of changed my notion,
For I find it rather slow.
So I've rigged me up an outfit
All smart, and nice and new,
And as I scan it over
I find there's room for two.
The time we'll start, I can't just tell
Until she names the day,
But there'll be "Butterflies and Blossoms
All Along The Way".

Now her name you must not ask me,
It might be Nance or Sue,
And her eyes might not exactly
Be shaded brown or blue,
For the love-light that is in them
Oft' makes them hazel—gray,
But Honey, you're the girl for me
If you'll just name the day.
And on this road to Heaven,
(Heaven's not a place, they say)
There'll be "Butterflies and Blossoms
All Along The Way".

Eva Duncan Griffith.